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## THE EASMA.

### COMMITTEE'S ANNUAL REPORT.

The report of the Committee of the Ex-Active Service Men's Association to be presented at the second annual general meeting to be held on Tuesday, the 23rd October, has been circulated to members. It says:

Our gross turnover including subscriptions and fees was approximately \$11,000. In addition we received a donation of \$10,000 from Sir Paul Chater, of which \$5,000 was invested in a mortgage at 7% interest. Our trading profit from all sources including bar refreshments and billiards was approximately \$12,000. On the bathing beach and other amusements we spent \$2,500 of which \$1,000 was appropriated from Sir Paul Chater's donation.

Our bad and irrecoverable debts amount to \$370, which is less than 1%, and I think you will agree that this is a satisfactory figure.

The growth of the Association during the past year has been remarkable. In October, 1922, the membership was 328. During the year 243 new members joined making a total membership of 572. From this number must be deducted 14 resignations and 3 deaths, which leave the present membership strength at 555.

During the past year the following members of the General Committee resigned: Messrs. H. A. Rodgers, H. Griffin (on leave), A. M. Bowes-Smith (Treasurer), R. Stock, F. P. Franklin and H. Baie, while the appointments to the Committee were Messrs. R. Bawson, H. Baie, J. Murray and M. Hourihan. Mr. A. S. Hersee was appointed Hon. Treasurer, vice Mr. A. M. Bowes-Smith.

We regret to note that up to the present time the Association has received only one payment of its share of the interest of the Chater Endowment Fund, viz., \$500 in January, for the period 15th May, 1922 to 15th November, 1922. No further payments have yet been received, although the Association has requested the Trustees of the Fund to pay the interest to date.

The Annual Dinner was held on Armistice Day, 11th November, 1922, at the Hongkong Hotel. Over 100 persons were present, including a number of guests. At the dinner, poppies were auctioned and a sum of \$218.90 was realized in aid of St. Dunstan's Home for Blind Soldiers and Sailors. The same evening the then President, Lieut. W. St. A. Malletson, V.O., was presented by the members of the Association with a gold watch on the occasion of his early departure from the Colony.

On 24th January, a reception was given to Sir Paul Chater at the Club, in celebration of the conferring on him of the degree of LL.D. at Hongkong University.

The Easma Sweepstake was very successful, the winner receiving about \$1,500. The scrutineers were Messrs. Percy Smith, N. Teesdale Mackintosh and E. H. Wilson.

Two very successful Cabaret Dance Concerts were held in the City Hall, on 7th March and 28th April. A special entertainment was also held in the Club Rooms on 15th April, when Miss Haber, a professional entertainer, gave an enjoyable performance.

The President, Mr. N. Teesdale Mackintosh, left on holiday on 2nd

May, and was given a send off by the General Committee.

At the unveiling of the Cenotaph, on 24th May, a party of members volunteered to attend at the invitation of the military authorities, and duly paraded at the ceremony. Arrangements have been made for a regular supply of flowers to be placed on the Cenotaph.

Through the generosity of Sir John Fowler, arrangements were made for a lease to the Association of the Easma Bathing Beach at Stonecutters. The beach was opened on 15th May. During the season 57 trips were made, with a total of 2,383 passengers. These figures do not include members and visitors who used private launches. A very popular feature during the summer was the dance bathing carnivals of which two were held. Full advantage was taken of the opportunity by large numbers of people. Unfortunately, owing to the exceptionally bad weather other similar events had to be postponed. During the typhoon, we had the misfortune of having a large part of the dressing room smashed destroyed. Opportunity was given to the members of the British Legion to avail themselves of the use of the beach. Permission was given to the Lion Patrol of the Boy Scouts to use the Beach on Saturday, 14th July, and on September 5th the beach was lent to the Ministering Children's League for holding a Children's Aquatic Sports.

Your Committee regret to report the death of three members during the year, Mr. W. Neale, Mr. C. B. Craigie and Mr. H. J. Hooper.

A number of bowls and billiard matches were played various clubs, of which most of the billiard matches were successfully contested.

Sir Paul Chater again demonstrated his keen interest in the progress of the Association by a generous gift of \$10,000. The money was presented with no restrictions, Sir Paul leaving its disposal to the discretion of the General Committee. Mr. W. L. Shenton also subscribed his annual donation of \$50.

An Easma Cup was presented by the Association to the Victoria Recreation Club for competition at their last athletic meeting.

The matter of new Club premises has been seriously considered by your Committee, but owing to the high rents prevailing, as well as the opinion that the present abnormal rents will decrease in the near future, and also owing to the fact that satisfactory arrangements have been made with regard to the present premises, no immediate change has been contemplated.

During the year it was considered advisable to institute a service of meals at the Club Room, that is, tiffin, teas and meals at odd hours. This enterprise was well received and has been availed of by over a thousand during the year. Considerable work has been carried out to assist ex-active service men in distress. Positions have been found for quite a number of men and many distressed ex-active service men leaving the Colony have been furnished with clothing. In addition, a number of men have been maintained for different periods at various institutions in the Colony.

A fund was opened in aid of the London Hospital, by which a sum of \$211.90 was realized.

MONDAY, October 29th.

Jascha Heifetz  
Booking at Moutries.

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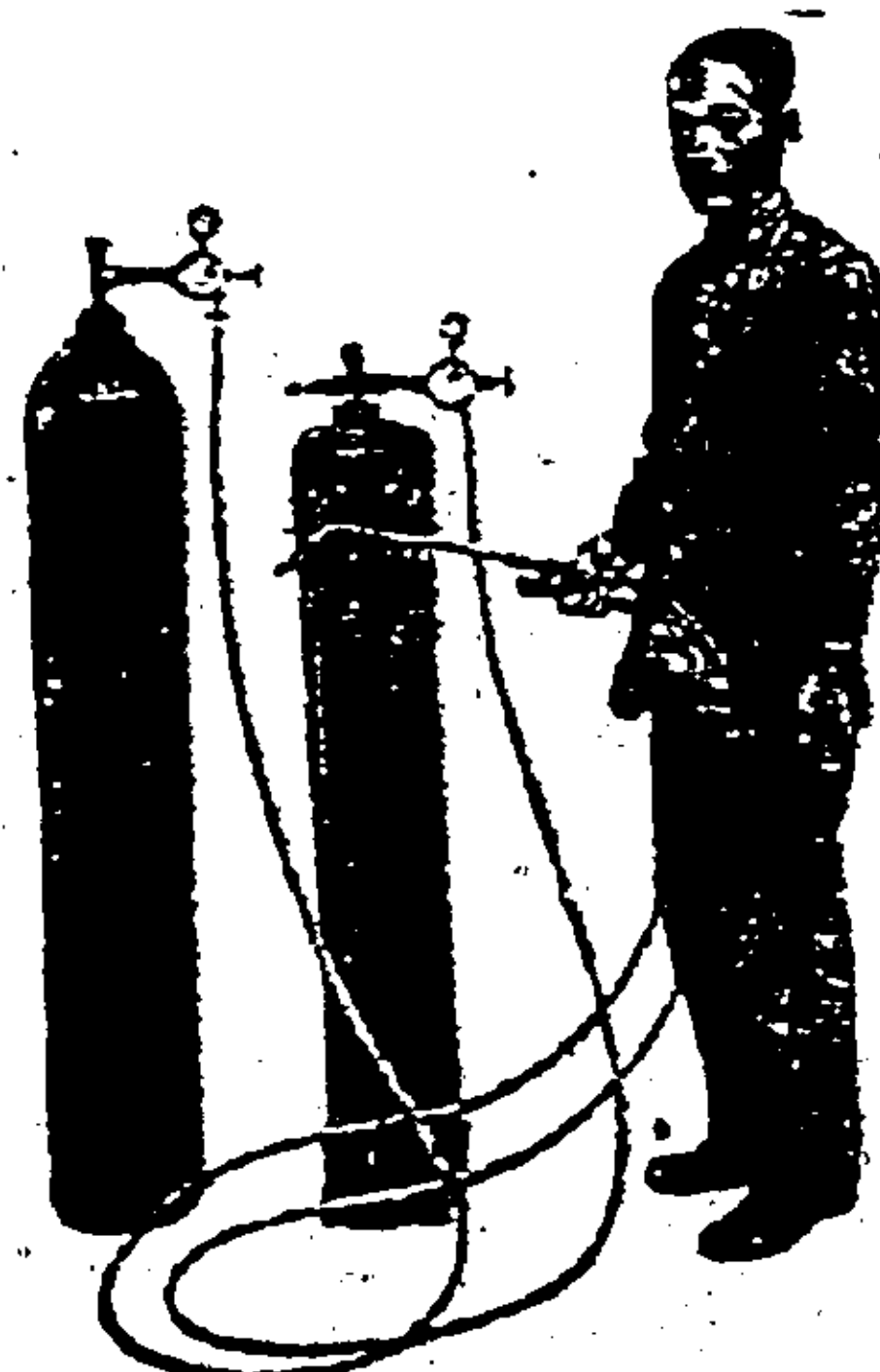
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### CHINA'S CONSTITUTION.

#### PROMULGATED IN PEKING.

Peking, Oct. 12.—The constitution that is to be promulgated this morning has taken several years to complete. It contains nothing startling, but is much in accordance with the constitutions of other countries. It consists of thirteen sections or chapters subdivided into one hundred and forty-one articles. The first section states that the form of Government is to be a unified Republic. The second section that sovereignty will be vested in the people. The third that the territory of China consists of all Chinese possessions. The fourth in articles 4 to 21 defines citizen's rights, duties and privileges. The fifth, in articles 22 to 38 defines national powers over legislation, lands, mines, education, taxes, etc. The sixth, in articles 39 to 70 states the parliament's composition, powers, mode of election, etc. The seventh, in articles 71 to 91 the President's

powers and duties. The eighth, in articles 92 to 96 defines the Cabinet. The ninth, in articles 97 to 102 the judiciary. The tenth in articles 103 to 108 concerns the law. The eleventh, in articles 109 to 123 the budget. The twelfth, in articles 124 to 135 local government. The thirteenth, in articles 136 to 141 constitutional amendments.

The streets were illuminated last night and beflagged. They were heavily guarded this morning, extra troops having been brought in from Pootungfu yesterday. President Tsao Kun arrived at seven this morning and went immediately to the presidential palace, where he was inaugurated. At nine o'clock Tsao Kun went to the Parliament and at ten o'clock participated in the promulgation of the constitution, afterwards taking the presidential oath.—Reuter.

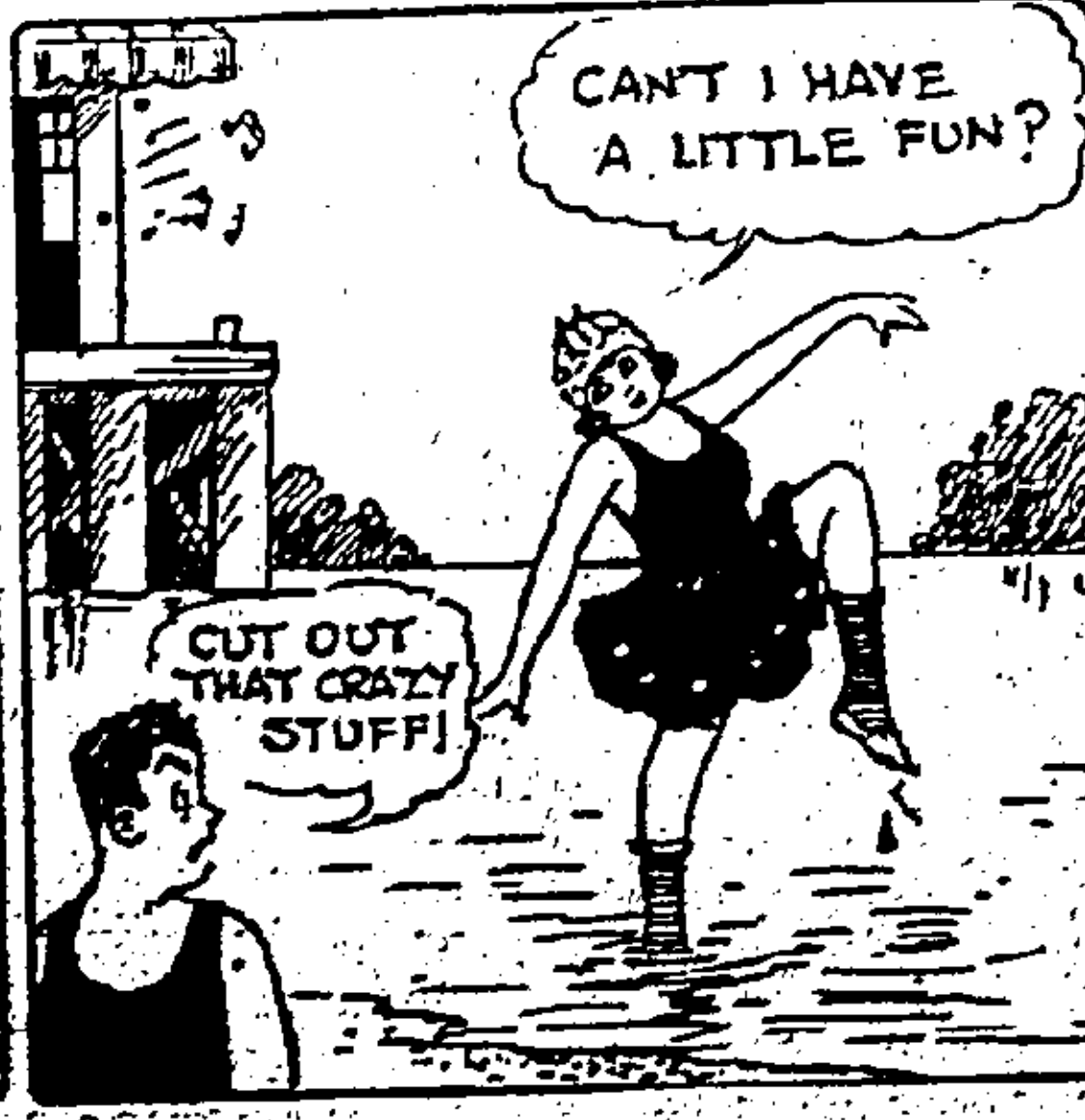
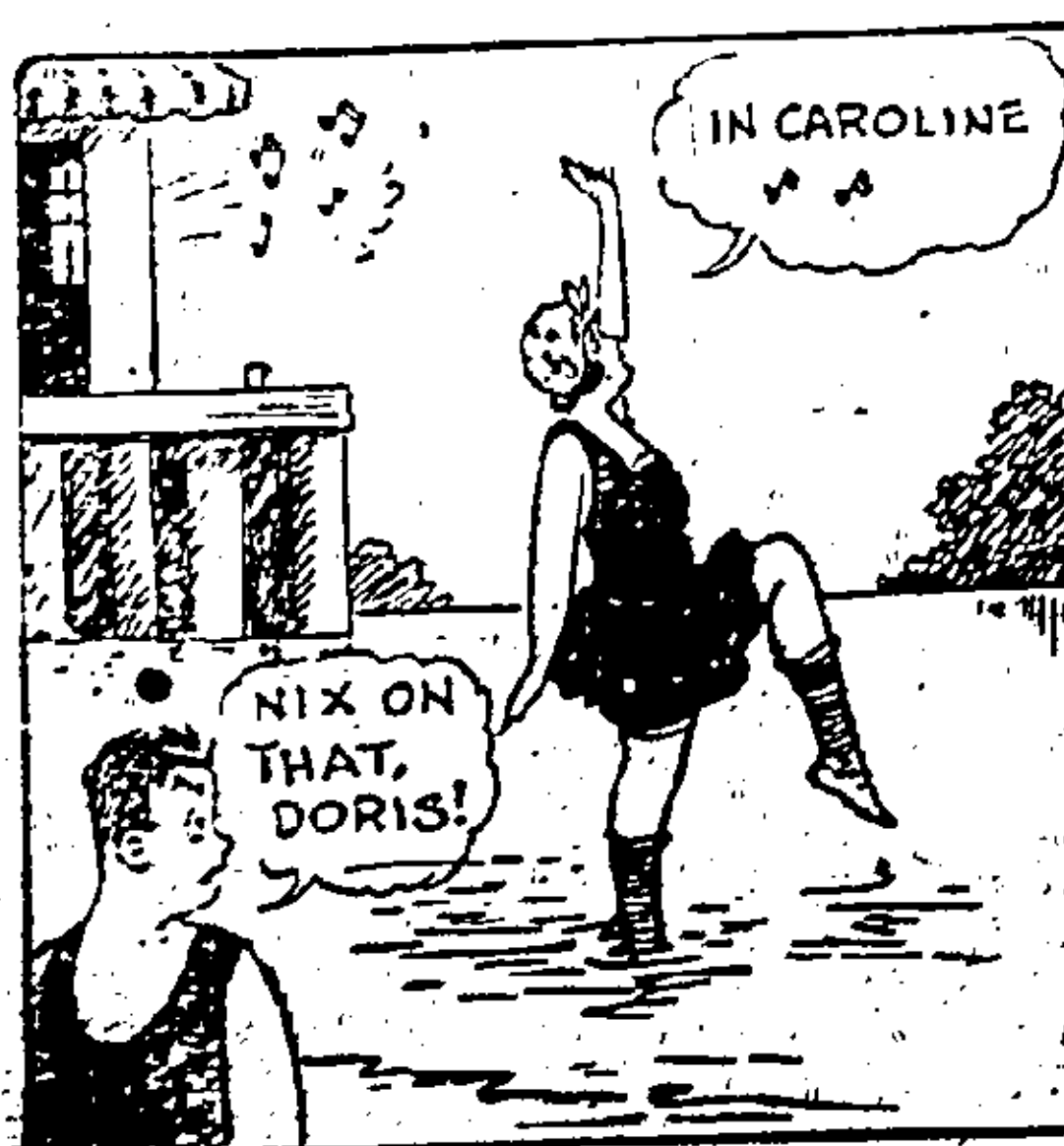
Presidential Address.  
Peking, Oct. 12.—President Tsao Kun in his inaugural address on the 10th remarked that previous presidents had been han-

dicapped by the absence of a National Constitution, but in that respect he was more fortunate than predecessors. He declared that urgent attention would be paid to education. He said also that military and other expenses should be reduced and that he hoped to unify the country by bringing together men of various talents. The country must fulfil its treaty obligations and readjust its foreign debts thereby promoting friendly relations with foreign powers he added. After the President had taken the oath he retired to a restroom. Parliament subsequently carried out the ceremony terminating its session.

This afternoon the President received the congratulations of the Manchu House, Princes, other notables. A three days holiday has been proclaimed.—Reuter.

Constitution Completed.  
Peking, Oct. 9.—The national constitution passed its third reading yesterday and will be proclaimed on Wednesday.—Reuter.

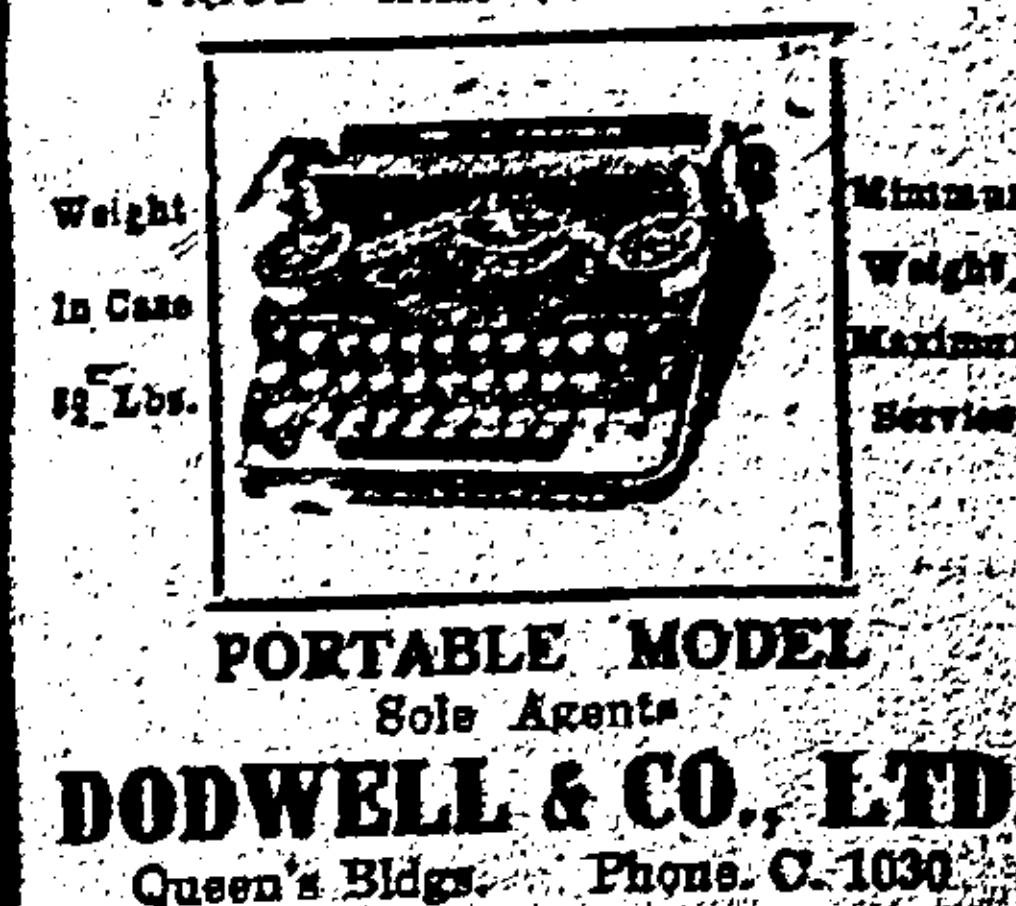
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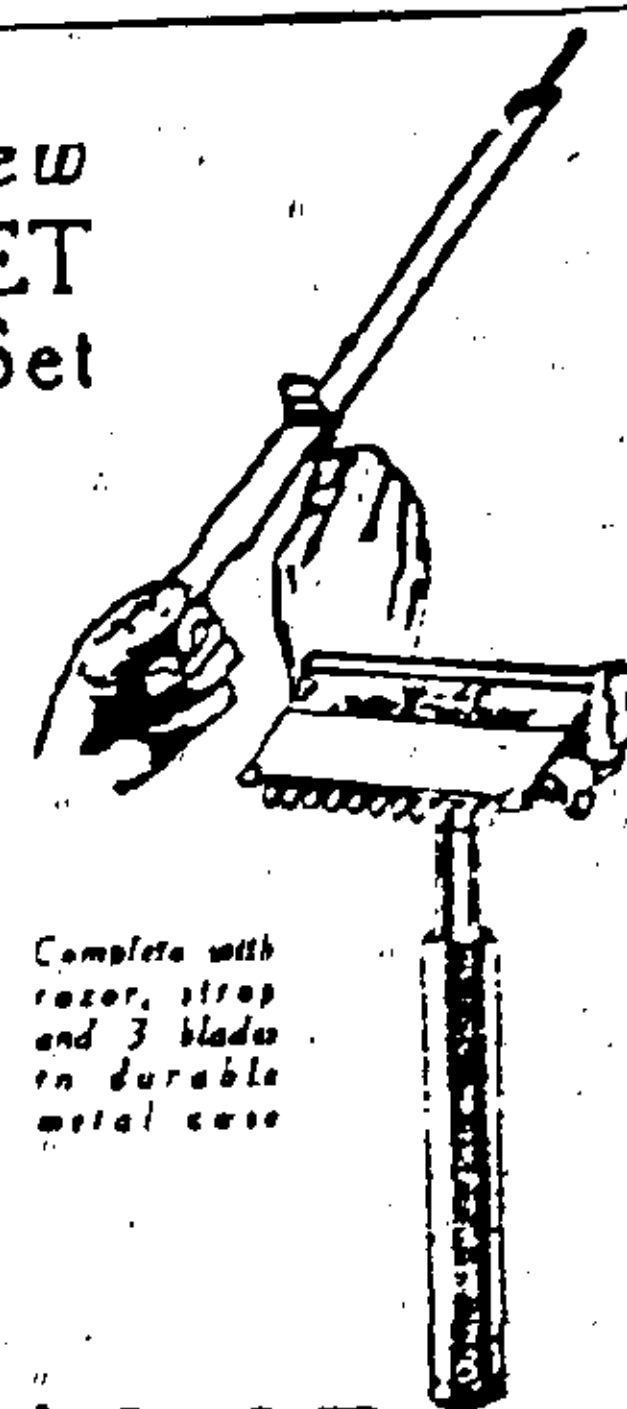
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**CHINA'S NATIONAL DAY.**

**CELEBRATION AT CANTON.**

Canton was a scene of gaiety and prosperity on Wednesday, the 12th anniversary of the Republic. The streets were filled with large crowds, and most buildings were decorated with flags and bunting. Arches ornamented the main thoroughfares. In the afternoon, a parade of public organizations was participated in by several thousand students, labourers, and merchants. In order to arouse the public against Tsao K'un, who usurped the presidency on the National Day, the paraders carried numerous signs with the words "Down with Tsao K'un."

A celebration was held at the First Public Park under the auspices of the Kuotang party. More than two thousand participated. Governor Liao Chung-kai delivered a speech, in which he explained the policy of Dr. Sun Yat-sen. Governor Liao said that the anniversary commemorated the supreme sacrifice made by many brave countrymen who gave up life for the Republic and also the day when Dr. Sun's idea of establishing a republic was realized. Speeches by Mr. Lin Sun, Secretary of Interior, Mr. Lin Chik-min of the General Headquarters and others followed.

A review of the merchant corps was held in the afternoon. All the ten corps were present and won public admiration for their smartness. In the evening a lantern procession paraded the different mazes and main streets, while at the Public Park, theatrical performances, modern plays, and moving pictures were given. Foreign Community Entertainment. A large and representative gathering of the foreign community met on October 10 at the Department of Foreign Affairs. Sir James Jamieson of the British Consulate, the American, French, Japanese, German and Portuguese consuls and all the other members of the Consular Body in Canton, the foreign bank managers, Bishop Fouquet of the French Mission, the missionary bodies, the commercial, elements, and Chinese officialdom and their ladies all came to join in the happy celebration. All in all, it was a most pleasant gathering both from the political and social stand-points. The band of the First Regiment was in attendance and the whole building was gaily and artistically decorated with evergreens and flowers.

Promptly at noon, Mr. Wu, Secretary for Foreign Affairs, rose to make a few remarks. He declared they were gathered to celebrate the National Day of the Republic. Both Governor Liao and he wished to thank them for their presence. It was possible also that elsewhere in China a handful of men were celebrating on the same day the weakness of human nature, the triumph of evil over good, the fact that men would sell their honour, forget their duty, and barter away their souls for 20 pieces of silver. He need not remind them that they were celebrating this day as the date of the

history of Chinese nationalism and of the institution of the forms of Republican government, honoring the memory of those men and women who gave their all for a cause, and an ideal. It was true that so far they had got only the form of a Republican government. It remained to dedicate themselves to the task of making Republican government not only a form but a reality as well. In this task Mr. Wu said that he felt sure they had the sympathy, support, and assistance of the Foreign Powers and their nationals. He asked them to raise their glasses to the prosperity of the Chinese Republic.

After the toast, the band struck up the National Anthem. Sir James Jamieson replied on behalf of the foreign community. His remarks, however, were not very audible, due probably to the fact that he was not feeling well. He thanked their Excellencies for their invitation. Although the political situation in China at present was not what could be desired, there was no reason for pessimism, and he felt sure that he was voicing the feelings of the Foreign Powers when he said that unity for the country was the first desideratum. He asked the foreign members present to drink to the health of the Republic of China. Altogether the occasion was a memorable one, and all present went home delighted.

**HOW TO CHANGE GEAR QUIETLY.**

**The Art of "Double-Declutching."**

"Is 'double-clutching' necessary, and, if so, how do I do it?" This is a type of query to which I am becoming accustomed, says Capt. E. de Noirmouille, in the Daily Chronicle. Scarcely a day goes by but what I have to set some perturbed reader's doubts at rest.

"Double-clutching," or better double-declutching, is necessary only on some cars, but it is desirable on most. It is the scientific way of gear-changing, and makes a perfect change, if perfectly performed. So much skill and sound judgment of engine and gear-shaft speed-stem into the perfect performance of double-declutching, however, that I should not advise any motorist to try it on a bad hill until he has practiced on the level or on gentle gradients, he, or she, has perfected himself in the art.

Many readers appear to have been frightened by the cumbersome-sounding of the term without properly understanding what it means. Some even frankly ask, "What is double-declutching?"

WHAT DOUBLE-DECLUTCHING IS. I will describe the operation. Imagine that you are climbing a hill that is just a shade too steep for your top gear and you want to change speed.

Your engine has slowed down owing to the gradient, and you are about to put into action a gear ratio that will have the effect of making the engine run faster for a given road speed. You are going, in fact, to engage two pinions in the gear-box that are at present running at



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different speeds. The pinion on the shaft driven by the engine is turning more slowly than that on the shaft attached to the back-axle driving gear. The slower pinion, therefore, must be speeded up to the same rate as the other one before an effort is made to engage them.

If the speeds are correctly judged, your gear will slip in with an almost inaudible click. Very often this end is gained by keeping the foot on the accelerator pedal while the clutch is merely allowed to slip and the gear-lever pushed quickly through the gate.

AND HOW TO DO IT. It will be gathered that, normally, double-declutching should be practised only in changing to a lower speed. It is sometimes useful in changing up also. Supposing that you, either from habit, or because you think the car requires it, change up very slowly, leaving the gear-lever in neutral for quite an appreciable time.

You will have released the accelerator pedal, of course, and if the slow-running device of your carburettor is set so that the engine runs very slowly indeed when idling, it is possible that the engine-driven shaft may have slowed down below the rate necessary to secure a quiet change. It may be necessary then to give it just a flick with the clutch.

It is an art well worth acquiring, and one that, taken coolly and calmly, is fairly easy to acquire. As I said before, practise on a gentle gradient where it does not matter if you do fuddle the change—as you surely will, the first time or so!

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**THE HONGKONG HOTEL COMPANY, LTD.**

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the above Company will be held at the Hongkong Hotel, Pedder Street, Victoria, in the Colony of Hongkong, on Monday, the 15th day of October, 1923, at eleven o'clock in the forenoon, for the purpose of considering and, if thought fit, passing the following Resolution as an Extraordinary Resolution, namely:—

"That the Conditional Agreement submitted to the Meeting for the Amalgamation with this Company of The Shanghai Hotels, Limited, upon the terms (inter alia) of the acquisition by this Company of the complete undertaking, business, goodwill and property of The Shanghai Hotels, Limited, in return for the issue to members of that Company (other than this Company) of Two shares of this Company of the nominal value of Ten Dollars (\$10.00) each credited as fully paid up for each and every complete share held by such members respectively in that Company be and the same is hereby approved and the Directors be and they are hereby authorised to carry, the said Agreement into effect with such (if any) modifications either before or after the execution thereof as they may think fit."

N.B.—A copy of the said Conditional Agreement may be inspected at any time during business hours at the Registered-Office of the Company, Powell's Building, Des Voeux Road Central, Victoria, Hongkong, and also at the office of Messrs. Deacon, Harston & Shenton, No. 1, Des Voeux Road Central aforesaid, the Solicitors to the Company.

Dated this 24th day of September, 1923.

BY ORDER OF THE BOARD.

Walter J. HAWKER,  
Secretary.

**THE SHANGHAI HOTELS, LIMITED.**

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the above Company will be held at the Hongkong Hotel, Pedder Street, Victoria, in the Colony of Hongkong, on Monday, the 15th day of October, 1923, at 11.30 o'clock in the forenoon, for the purpose of considering and, if thought fit, passing the following Resolutions as Extraordinary Resolutions, namely:—

1. That it is expedient to effect an amalgamation of this Company with The Hongkong Hotel Company, Limited, whose Registered Office is situated at Victoria in the Colony of Hongkong and with a view thereto that this Company be wound up voluntarily and that Walter John Hawker, of Victoria, in the Colony of Hongkong, be and he is hereby appointed Liquidator for the purpose of such winding up with full power to delegate to him or any of his duties as he in his absolute discretion may think fit for the purpose of appointing a person or Corporation in Shanghai in the Republic of China to act in conjunction with him and under his control and as his Agent for the purpose of carrying out such liquidation.
2. That the Conditional Agreement submitted to the Meeting for the Amalgamation of this Company with The Hongkong Hotel Company, Limited, upon the terms (inter alia) of the acquisition by The Hongkong Hotel Company, Limited, of the complete undertaking, business, goodwill and property of this Company in return for the issue to members of this Company (other than The Hongkong Hotel Company, Limited) of Two shares of The Hongkong Hotel Company, Limited, of the nominal value of Ten Dollars (\$10.00) each credited as fully paid up in respect of each and every complete share held by such members of this Company respectively, be and the same is hereby approved and that the Liquidator be and he is hereby authorised, pursuant to Section One hundred and eighty-five of the Companies Ordinance, One thousand nine hundred and eleven, to adopt the said Agreement and carry the same into effect with such (if any) modifications either before or after the execution thereof as the said Liquidator may think expedient.

N.B.—A copy of the said Conditional Agreement may be inspected at any time during business hours at the Registered Office of the Company, Powell's Building, Des Voeux Road Central, Victoria, Hongkong, and at the office of Messrs. Deacon, Harston & Shenton, No. 1, Des Voeux Road Central aforesaid, the Solicitors to this Company and also at the Shanghai office of the Company, No. 14 Kiukiang Road, Shanghai.

3. That the aforesaid shares of The Hongkong Hotel Company, Limited, shall be allotted to such aforesaid members who are on the Register of Shareholders of this Company on the date of the confirmation by this Company of the Special Resolution confirming the said Conditional Agreement.

N.B.—The shares of The Hongkong Hotel Company, Limited, to be allotted under the said Conditional Agreement to such aforesaid members of this Company will participate in all dividends declared by The Hongkong Hotel Company, Limited, in respect of the financial year ending 31st December, 1923, pari passu with the existing issued shares ("Old") of The Hongkong Hotel Company, Limited.

4. That the Liquidator be and he is hereby authorised to give such consent as may be necessary to the name of The Hongkong Hotel Company, Limited, being changed to "The Hongkong and Shanghai Hotels, Limited."

SHOULD THE ABOVE RESOLUTIONS be passed by the requisite majority they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting to be held at the Hongkong Hotel, Pedder Street aforesaid, on Wednesday, the 31st day of October, 1923, at 11 o'clock in the forenoon, for the purpose of considering and, if thought fit, confirming such Resolutions as Special Resolutions accordingly.

NOTICE IS HEREBY ALSO GIVEN that Registered Shareholders of this Company may attend the above mentioned Meetings and vote thereat in person or by Proxy provided that all Proxies and the Powers of Attorney (if any) under which the same are signed are deposited duly stamped at the Head Office of the Company (namely, the Registered Office of the Company at Powell's Building, Des Voeux Road Central, Hongkong, aforesaid) not less than Twenty-four hours before the time fixed for holding the said Meetings.

Any Proxies or Powers of Attorney not deposited in accordance with the above provisions will not be available for use at the said Meetings.

Dated this 24th day of September, 1923.

BY ORDER OF THE BOARD.

Walter J. Hawker,  
Secretary.



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Astor House Hotel Building, Queen's Road Central.

## IN HIS BRITANNIC MAJESTY'S SUPREME COURT FOR CHINA AT SHANGHAI

In the Matter of THE CHINA MUTUAL LIFE INSURANCE CO., LTD., and

In the Matter of THE COMPANIES ORDINANCES (HONGKONG), 1911 to 1921. NOTICE IS HEREBY GIVEN that by an Order dated the 14th day of September, 1923, this Court has directed separate meetings of the following classes of persons, namely:

- The Members of the said Company.
- The Creditors of the said Company other than Policy Holders.
- The Holders of current policies with the said Company subject to premiums and carrying the right of participation in future profits, and of paid up policies with the said Company carrying such right.
- The Holders of current policies with the said Company subject to premiums and carrying no right of participation in future profits and of paid up policies with the said Company carrying no such right.
- The Holders of policies with the said Company in respect of which the policy moneys have become payable by death or maturity.

FOR THE PURPOSE of considering and, if thought fit, approving with or without modification the scheme of arrangement proposed to be made between the said Company and the said Members, Creditors and Policy Holders respectively and that such Meetings will be held at the registered and head office of the said Company, No. 10, Canton Road, Shanghai, China, on Wednesday, the 12th day of December, 1923, and as regards:—

- Class A at 10 o'clock in the forenoon.
- Class B at 11 o'clock in the forenoon or so soon thereafter as the Meeting of Class A is concluded.
- Class C at 12 o'clock noon or so soon thereafter as the Meeting of Class B is concluded.
- Class D at 2 o'clock in the afternoon or so soon thereafter as the Meeting of Class C is concluded.
- Class E at 3 o'clock in the afternoon or so soon thereafter as the Meeting of Class D is concluded.

AT WHICH PLACE and respective times all the aforesaid members, creditors and policy holders are requested to attend. A copy of the Agreement dated the 20th day of December, 1922, and made between the Sun Life Assurance Company of Canada and the said Company and embodying the said scheme of arrangement can be seen and forms of proxy obtained at any of the offices hereinafter mentioned between the hours of 10 a.m. and 12 noon on any week day previous to the date of the said Meetings.

The said members, creditors and policy holders respectively may attend such separate Meetings as aforesaid and vote in person or by proxy provided that all proxies given by members, creditors and policy holders in China or Hongkong must be deposited at the said registered and head office of the said Company at No. 10, Canton Road, Shanghai, China, not later than Seven days before the holding of the said Meetings. All proxies given by members, creditors and policy holders in places other than China and Hongkong must be deposited at any one of the following offices of the said Company, namely:

- The Philippines.—423, Rizal Avenue, Manila.
- Siam.—772, 774, 776 and 778, Si Phya Road, Bangkok.
- Dutch East Indies.—23, Tanah Abang, West Weltevreden, Java.
- Straits Settlements, Malay States and British North Borneo.—2, Finlayson Green, Singapore.
- Burmah.—50/52, Sole Pagoda Street, Rangoon.
- India.—C/o Messrs. Gladstone Wylie & Co., 5, Council House Street, Calcutta.
- Indo China.—15, Rue Taberd, Saigon.
- Ceylon.—C/o Messrs. Clark Young & Co., Lloyds Buildings, Colombo.
- England.—C/o George King, Esq., 15, Walbrook, London, E.C.
- Japan.—C/o Messrs. Pearson Mackie Atwell & Co., 65, Naniwa-Machi, Kobe.

NOT LESS than Seven days previous to the date of the said Meetings. Particulars of proxies so deposited sufficient to enable them to be used at the said Meetings will be sent by telegram to the Chairman of the said Meetings.

The Court has appointed CHARLES REGINALD BURKILL, of Shanghai, or failing him EDWIN THOMAS BYRNE, of Shanghai, to act as Chairman of the said Meetings.

The above scheme will be subject to the subsequent approval of the Court.

DATED the 11th day of October, 1923.

HANSONS,

Solicitors for the said Company, 7, Peking Road, Shanghai.

## IN HIS BRITANNIC MAJESTY'S SUPREME COURT FOR CHINA AT SHANGHAI

In the Matter of THE COMPANIES ORDINANCES (HONGKONG), 1911 to 1921, and

In the Matter of THE SHANGHAI LIFE INSURANCE COMPANY, LIMITED. NOTICE IS HEREBY GIVEN that by an Order dated the 14th day of September, 1923, this Court has directed separate Meetings of the following classes of persons, namely:

- The Members of the said Company.
- The Creditors of the said Company other than Policy Holders.
- The Holders of current policies with the said Company subject to premiums and carrying the right of participation in future profits and of paid up policies with the said Company carrying such right.
- The Holders of current policies with the said Company subject to premiums and carrying no right of participation in future profits and of paid up policies with the said Company carrying no such right.
- The Holders of policies with the said Company in respect of which the policy moneys have become payable by death or maturity.

FOR THE PURPOSE of considering and, if thought fit, approving with or without modification the scheme of arrangement proposed to be made between the said Company and the said Members, Creditors and Policy Holders respectively and that such Meetings will be held at the registered and head office of the said Company, No. 10, Canton Road, Shanghai, China, on Thursday, the 13th day of December, 1923, and as regards:—

- Class A at 10 o'clock in the forenoon.
- Class B at 11 o'clock in the forenoon or so soon thereafter as the Meeting of Class A is concluded.
- Class C at 12 o'clock noon or so soon thereafter as the Meeting of Class B is concluded.
- Class D at 2 o'clock in the afternoon or so soon thereafter as the Meeting of Class C is concluded.
- Class E at 3 o'clock in the afternoon or so soon thereafter as the Meeting of Class D is concluded.

AT WHICH PLACE and respective times all the aforesaid members, creditors and policy holders are requested to attend.

A copy of the Agreement dated the 20th day of December, 1922, and made between the Sun Life Assurance Company of Canada and the said Company and embodying the said scheme of arrangement can be seen and forms of proxy obtained at any of the offices hereinafter mentioned between the hours of 10 a.m. and 12 noon on any week day previous to the date of the said Meetings.

The said members, creditors and policy holders respectively may attend such separate Meetings as aforesaid and vote in person or by proxy provided that all proxies given by members, creditors and policy holders in China or Hongkong must be deposited at the said registered and head office of the said Company at No. 10, Canton Road, Shanghai, China, not later than Seven days before the holding of the said Meetings. All proxies given by members, creditors and policy holders in places other than China and Hongkong must be deposited at any one of the following offices of the said Company, namely:

- The Philippines.—423, Rizal Avenue, Manila.
- Siam.—772, 774, 776 and 778, Si Phya Road, Bangkok.
- Dutch East Indies.—23, Tanah Abang, West Weltevreden, Java.
- Straits Settlements, Malay States and British North Borneo.—2, Finlayson Green, Singapore.
- Burmah.—50/52, Sole Pagoda Street, Rangoon.
- India.—C/o Messrs. Gladstone Wylie & Co., 5, Council House Street, Calcutta.
- Ceylon.—C/o Messrs. Clark Young & Co., Lloyds Buildings, Colombo.
- England.—C/o George King, Esq., 15, Walbrook, London, E.C.

NOT LESS than Seven days previous to the date of the said Meetings. Particulars of proxies so deposited sufficient to enable them to be used at the said Meetings will be sent by telegram to the Chairman of the said Meetings.

The Court has appointed CHARLES REGINALD BURKILL, of Shanghai, or failing him EDWIN THOMAS BYRNE, of Shanghai, to act as Chairman of the said Meetings.

The above scheme will be subject to the subsequent approval of the Court.

PLATT & CO., Solicitors for the said Company, 23, Peking Road.

## SPECIAL SUNDAY MATINEES

1.30 p.m.:—

PRESENTING the GREAT PICTURE For The Last Time

WILLIAM FARNUM

IN "A Tale of Two Cities"

6 p.m.:—

HOOT GIBSON

IN "DEAD GAME"

WORLD Theatre.

## JAPANESE EARTHQUAKE. COLONIAL HAIR-DRESSING SALOON

We have over 100 views of damage at Tokyo and Yokohama on sale.

MEE CHEUNG

Ice House Street, & Beaconsfield Arcade.

13, Ice House Street. High-Class Barbers—Sanitary & up-to-date Saloon. Filipino and Japanese barbers. Popular Prices.



ONE NIGHT ONLY MONDAY, October 29th.

GRAND VIOLIN RECITAL by JASCHA HEIFETZ

The World-renowned Violinist. Booking opens at Moutries on Monday October 15th.

Prices.—Stalls & Circle \$6.00. Unreserved—\$4.00 and \$3.00.

## NOTICE.

SOME INTERESTING FIGURES.

Of 100 men starting out for life at age 20, 35 die before reaching 65. Of the others—2 become rich. 5 acquire moderate means and are self-supporting. 58 are dependent for support on relatives, friends or charity. We can help you to become independent—

THE SUN LIFE ASSURANCE CO. OF CANADA. 15 Queen's Road, C. Hongkong. F. M. Weller, Manager.

## JAPANESE EARTHQUAKE DISASTER.

HONGKONG RELIEF FUND.

## NOTICE.

SUBSCRIPTIONS Lists for the above Fund are open at the following places:—

- Hongkong General Chamber of Commerce.
- Hongkong & Shanghai Banking Corporation.
- Chartered Bank of India Australia & China.
- Mercantile Bank of India.
- International Banking Corporation.
- Netherlands Trading Society.
- Yokohama Specie Bank.
- Hongkong Club.

Cheques should be made out to the Order of the Japanese Earthquake Disaster Hongkong Relief Fund.

By Order

D. K. BLAIR,

Secretary,

Hongkong Relief Committee. Hongkong 10th September, 1923

## NAVY LEAGUE BALL.

Under the Patronage of Admiral Sir Arthur Leveson K.C.B. (In aid of War Charities)

Will be held at

THE CITY HALL,

on FRIDAY, 2nd November 1923 at 9.30 p.m.

Tickets \$5—each. Obtainable from the Ladies' Committee, Moutrie's Anderson's and The Engineer's Institute.

## THE HONGKONG JOCKEY CLUB.

HE next Gymkhana will be held on the 16th and 17th November 1923 and not as previously advertised.

MONDAY, October 29th.

Jascha Heifetz

Booking at Moutries.

## FORTHCOMING AUCTION SALES.

## Lammert Bros. PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on Tuesday, the 16th and Wednesday, the 17th October, 1923, commencing each day at 2.30 p.m.

at "Kingsclere" Kennedy Road A Quantity of Valuable Household Furniture comprising:—

Fine Hall Furniture, Dining Room Furniture, Cutlery, Glassware, etc., etc. A Selection of Canton Blackwood Ware. Catalogues will be issued On View from Monday, the 15th October, 1923.

Terms:—Cash on Delivery

LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on Friday the 19th Oct. 1923 at 3 p.m.

at their Sales Room, Duddell Street.

(for account of the concerned) The Steam Launch "Peggy" as she now lies in the Harbour of Hongkong.

Length 60 feet Breadth 10 feet Depth 5 feet For further particulars apply to the Undersigned

Terms:—As customary

LAMMERT BROS., Auctioneers.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on Friday, the 19th Oct. 1923, commencing at 11 a.m.

at Messrs. Lapicque & Company's offices, Queen's Building (for account of the concerned) A Quantity of Office Furniture comprising:—

Desks, Chairs, Bookcases, Filing Cabinets, Showcases, Counters, Tables, Electric Fans, Typewriters, Copying Press, etc., etc.

also One Safe Terms:—Cash on Delivery, also

To sell by Public Auction on Saturday the 20th October, 1923 at their Sales Room at noon

The Steam Launch "Tonkinos" As she now lies in the Harbour of Hongkong. Particulars

Length 52 feet, Breadth 10 feet 2 inches, Depth 5 feet 5 inches, Gross tonnage 19.83 tons, Nett tonnage 13.22 tons, last survey April 1923 valid for 6 months, licensed to carry 64 persons within Harbour limits. Completely overhauled 1921. Any error in these particulars shall not vitiate a sale made in pursuance thereof nor entitle the Purchaser to compensation.

Permits to view may be obtained on application to the Undersigned.

A deposit of 20 per cent must be paid on the fall of the Hammer also

One King Motorcar, 30 N. P. 8 Cylinders. Inspection on application to the Undersigned.

LAMMERT BROS., Auctioneers.



You get the best of

EVERYTHING

Backed by expert advice at the

ELECTRICAL DEPT.

of

THE HONGKONG HOTEL

COMPANY LIMITED.

8, DE VOUX ROAD, HONGKONG.

AND

8, DE VOUX ROAD, HONGKONG.

AND

8, DE VOUX ROAD, HONGKONG.

## HUGHES &amp; HOUGH AUCTIONEERS GENERAL AND BROKERS.

The Undersigned have received instructions to sell by Public Auction, on THURSDAY, the 16th October, 1923, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

Valuable Teakwood and Blackwood Furniture and Household Sundries, etc., etc. Comprising:

Dining Suites, Chesterfield Sofas, Arm-chairs (new), Tea Tables, Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables and Chairs, Washstands, etc., Sideboards, Dinner Wagons, Crockery and Glass Ware, Cutlery, Carpets and Rugs, Staircase Carpets, Electro-plated Ware, Electric Reading Lamps, Teakwood Screens, Blackwood Teapots, Marble-top Flower Stands, Side Tables and Cabinets, etc., etc.

Also One Piano by Challen & Son, London.

(Full Particulars from Catalogue). Hongkong, 10th Oct. 1923.

Terms:—Cash on delivery. HUGHES & HOUGH, Auctioneers.

## DO NOT MISS—ROCHA'S POPULAR AUCTION SALES Every Tuesday/Thursday &amp; Saturday At 2.30 p.m.

Specialist in the Valuation of Household and Office Furniture. DA ROCHA'S MART 2 A, D'Aguiar St. Phone 2331

## Special Sale of LADIES' BOOTS &amp; SHOES

Very Low Prices. ROYAL & CO. Footwear Specialists. Tel. 3237. 1, D'Aguiar Street, Central.

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## LATEST DANCE MUSIC

ON ENGLISH RECORDS

- 3295 Sweetheart, Fox-Trot
- Violenterra, Fox-Trot
- A Japanese Sunset, Fox-Trot
- 3296 Twilight on the Nile, Fox-Trot
- You're Got To See Mama, Fox-Trot
- 3297 Every Night, Fox-Trot
- Burning Sands, Fox-Trot
- By the Shamir, Fox-Trot
- 3298 Roses of Picardy, Fox-Trot
- The World is Waiting for the Sunrise, Fox-Trot
- 3299 Swinging Down the Lane, Fox-Trot
- La Mome Tangu, Fox-Trot
- 3300 Spanish Moon, Fox-Trot
- Some Little Someone, Fox-Trot
- 3301 Down Among the Sleepy Hills of Tennessee, Fox-Trot
- Who's Sorry Now? Fox-Trot
- 3302 Sweet One, Fox-Trot
- Wonderful One, Fox-Trot
- 3303 Red Moon, Fox-Trot
- 3304 Violet Fox-Trot
- Never Again, Fox-Trot



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REFUSE SUBSTITUTES

SHIPBUILDERS.  
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BOILER MAKERS.  
FORGE MASTERS.  
OXY-ACETYLENE AND  
ELECTRIC WELDERS.  
MECHANICAL AND  
ELECTRICAL  
ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY  
OF HONGKONG, LIMITED.

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP  
TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF  
LIFTING 100 TONS AT 70 FEET RADIUS.

TEL. ADDRESS: "TAIKOO DOCK" HONGKONG.

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CALL FLAG: "C" OVER "ANS PENNANT"

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AGENTS.

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SPECIAL DISPLAY

OF  
AUTUMN & WINTER  
READY-TO WEAR DRESSES

AND  
DRESS MATERIALS

ALSO  
LADIES HAND BAGS

IN  
BEAD & FANCY LEATHERS.  
INSPECTION CORDIALLY INVITED.

Whiteaway Laidlaw & Co., Ltd.  
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PRESCRIPTIONS —

when the doctor prescribes  
he expects the druggist to fill  
the prescription with pure  
drugs. The quality of our  
Drugs, Medicines and Toilet  
Goods is not surpassed. Have  
the doctor's prescription filled  
here and the result will be  
satisfactory.

The Pharmacy.  
The Red Bldg Opposite Ice House St.

PEKING LAMP SHADES



We have large stocks of the  
choicest Peking lamp shades.  
OUR STORE is also the best  
place to obtain shawls, scarves,  
capas, crepe underwear, dresses,  
laces, Mandarin costumes, Swatow  
work, etc., etc.

FOOK WENG & CO. Astor House Building  
Cable Address "CURIOS"

A real cigarette

When we made Chesterfield Cigarettes  
we tried to give smokers the highest pos-  
sible quality at the lowest possible price.

It didn't take smokers long to discover  
that Chesterfields had just what they  
wanted—

That quality taste of choicest Turkish  
and American tobaccos blended in ex-  
actly the right proportions.

You'll say

*They Satisfy*



**Chesterfield**  
CIGARETTES

LICHTY & MYERS TOBACCO CO., U.S.A., Manufacturer

COMEDY IN TIRAH  
COUNTRY.

New "King" Drilling His  
Followers.

Peshawar, Sept. 29. During  
the past three months a peculiar  
comedy has been developing in  
Tirah. One Said Badshah, whose  
grandfather Mir Badshah had  
considerable influence some 25  
years ago, declared himself King  
of Tirah and proceeded to enlist  
an army to support the status  
which he claimed. The main  
motive of this action seems to  
have been to achieve a position  
of superiority over another fam-  
ily of Sayyids who are the leaders  
of the anti-British faction in  
Tirah and who numbered

amongst them the murderer of  
the said Badshah's father. For  
some months after his first de-  
claration Said Badshah contented  
himself with drilling and organi-  
zing his followers. In August,  
however, his rivals began to be  
seriously perturbed at his grow-  
ing influence and set themselves  
in active opposition. A rather  
serious fight occurred resulting  
in some half a dozen casualties  
and the disputes of the factions  
began seriously to disturb the life  
of the Afridis as a whole. Mat-  
ters culminated in the setting up  
of a rival king by Said Badshah's  
opponents. At this point the  
tribal jirgas, which it need hard-  
ly be said had never any intention  
of recognising the authority of  
any upstart king, whether from  
within or without the tribe, rang

down the curtain for twelve  
months by peremptorily forbid-  
ding any further performances of  
the comedy until after the Bak-  
rid next year.

PROGRESSING FAVOURABLY.

Tottenham Magistrate: Was  
this man very ill?—Witness:  
Well he was too ill to go and  
fetch his supper beer, but not  
too ill to drink it.

A VICTROLA

with Victor Records gives the  
best result.  
MOUTRIES:—Exclusive  
Distributors.

HALL'S DISTEMPER

The KING of Water Paints

It's Sanitary, washable, and high disinfecting  
qualities make it the ideal wall covering for your home  
or office.

Handled by all Contractors and Painters.  
Write for our Brochure on "How to decorate your  
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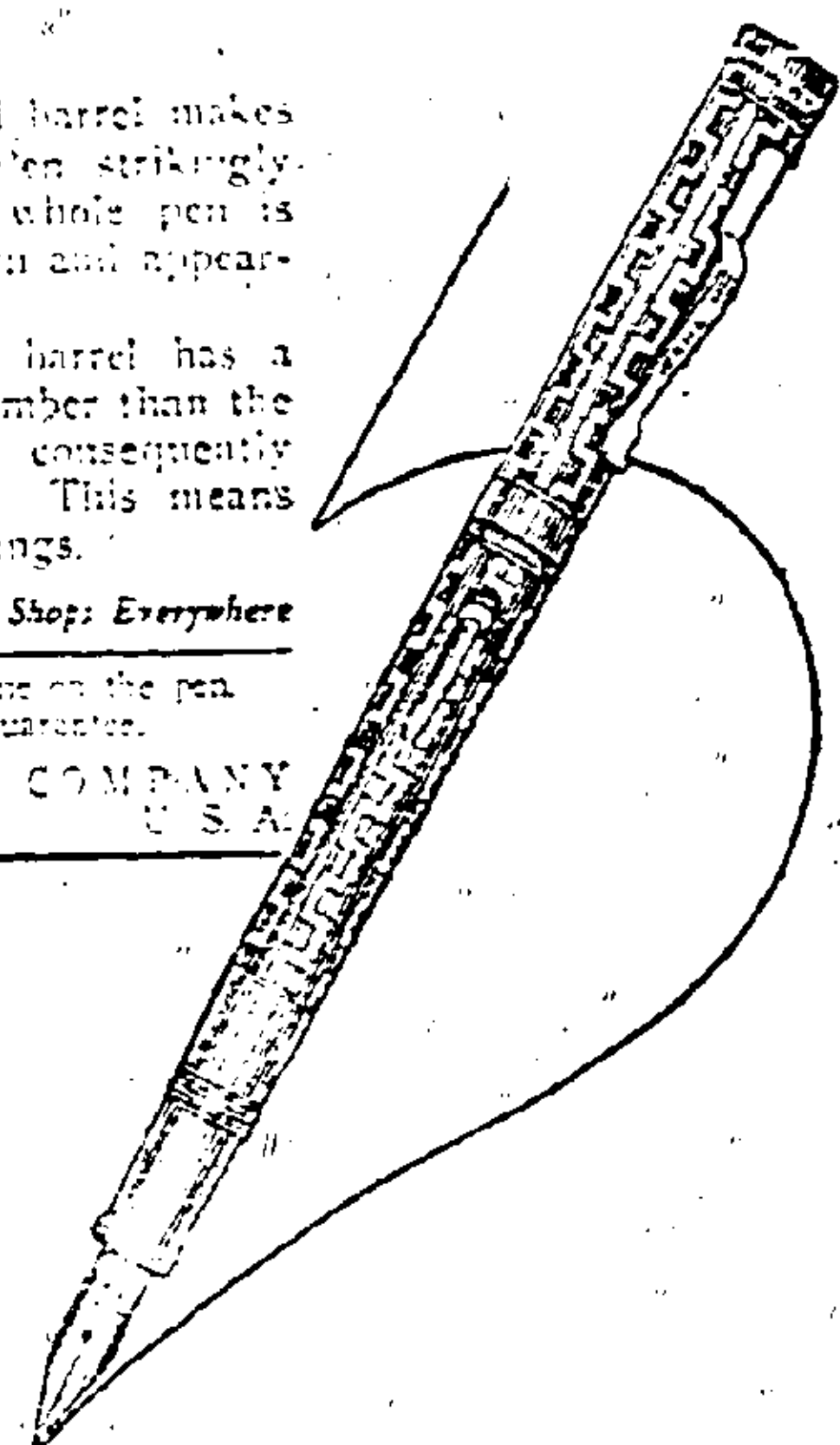
William C. Jack & Co., Ltd.  
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HONGKONG & SOUTH CHINA.

THE all-metal barrel makes  
the Wahl Pen strikingly  
beautiful. The whole pen is  
uniform in design and appear-  
ance.

The all-metal barrel has a  
larger inside chamber than the  
usual pen and consequently  
holds more ink. This means  
less frequent fillings.

For Sale at Leading Shops Everywhere

Look for the name on the pen.  
It is your guarantee.  
THE WAHL COMPANY  
New York U.S.A.



**WAHL PEN**

Companion to

**EVERSHARP**



THE NEW CAPSULE.

European doctors know the value of Blenosan  
Capsules, and have prescribed them continually  
to their patients for a great number of years.

**BLENOSAN CAPSULES**

(Santal Oil & Kava Kava)  
provide immediate relief from pain and stric-  
tor and are a certain cure in about 48 hours.  
Blenosan Capsules are superior to all others: and  
are made in a model laboratory to preserve the  
most hygienic principles.  
To be obtained of all chemists and stores  
throughout China and the East, and from the  
stockists: Fletcher & Co., Ltd. Colonial Dis-  
pensary, Edward Dispensary, A. B. Watson &  
Co. Ask for Ferber's Blenosan Capsules and  
refuse substitutes.

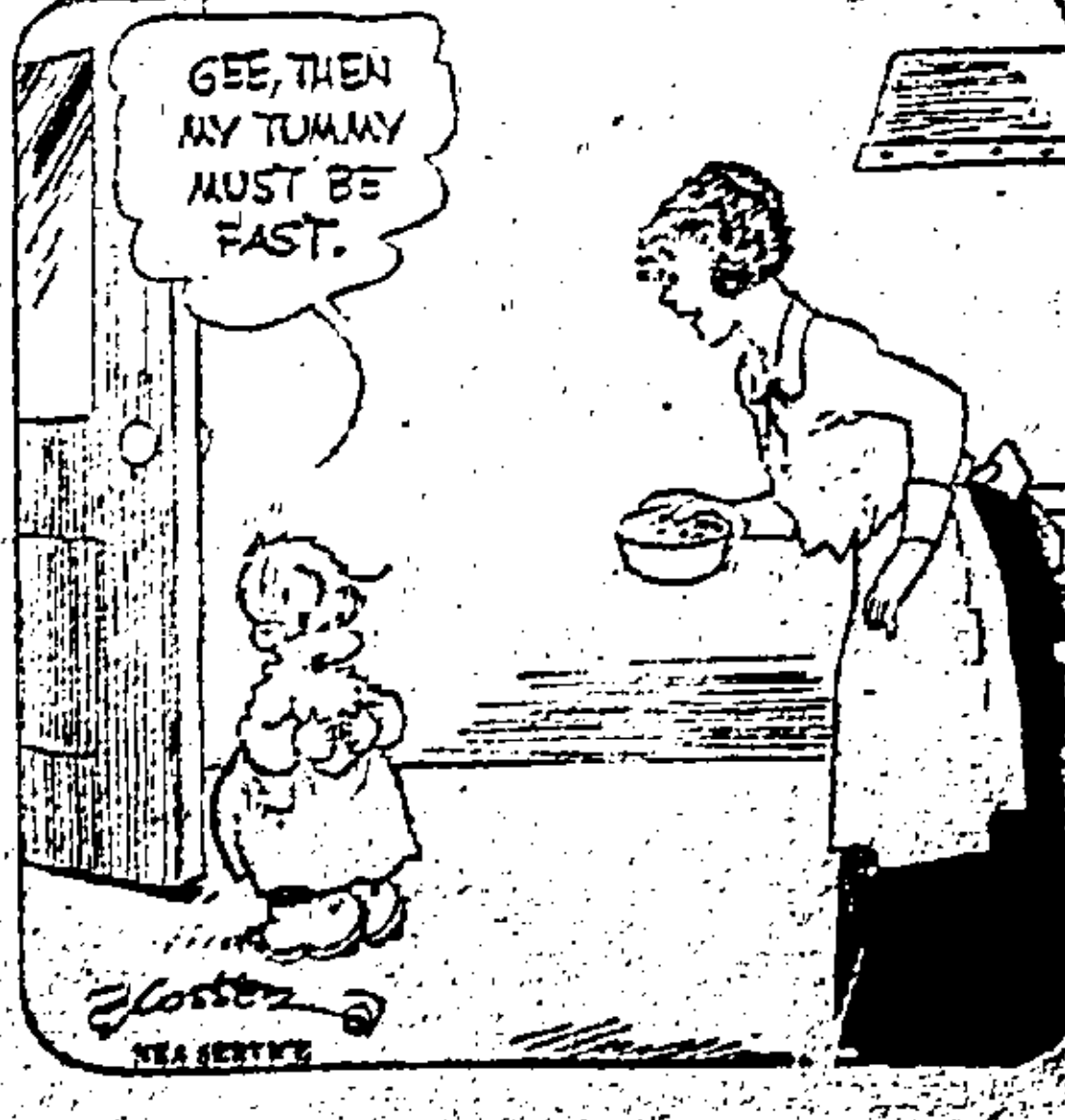
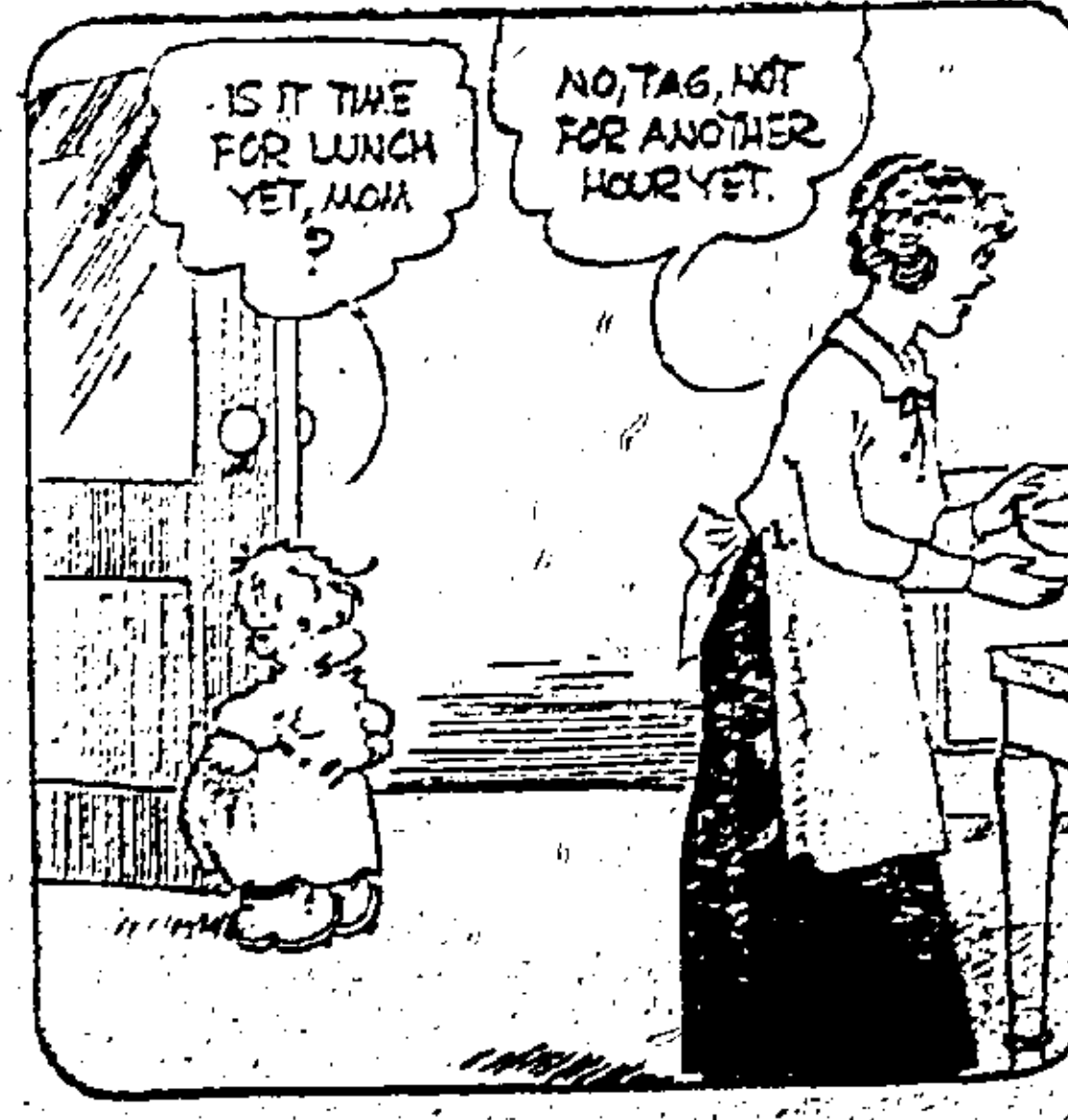
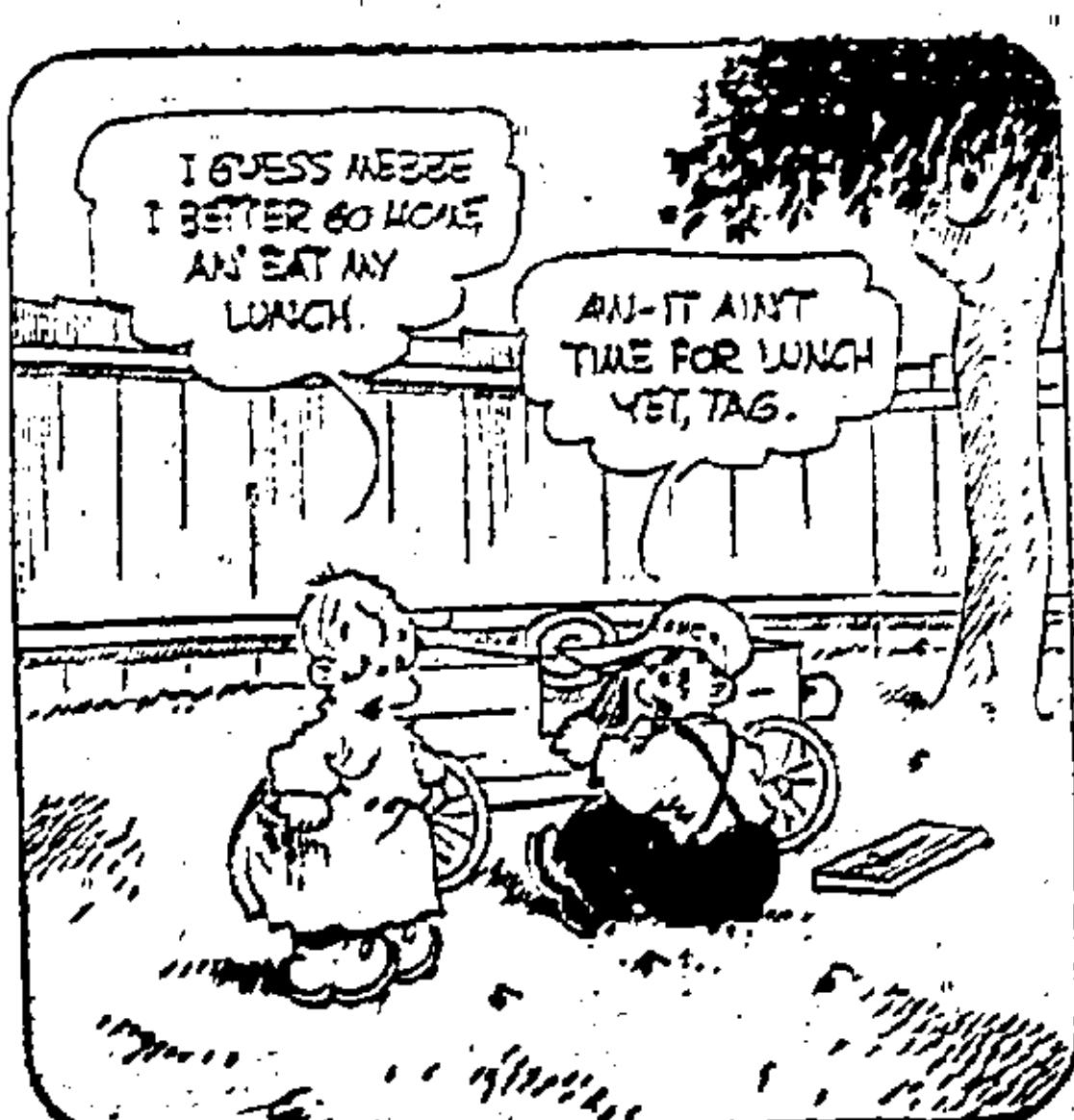
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manufacturers: **ROBERT FERBER LTD.**  
Asylum Rd., London S.E. 15

FRECKLES AND HIS FRIENDS

"Fast" Time

BY BLOSSER

IF YOU  
ENJOY  
REALLY  
GOOD COFFEE  
BUY THAT WHICH IS  
SPECIALLY SELECTED  
AND FRESHLY ROASTED AND GROUND  
DAILY.  
THE GRAECO-EGYPTIAN CO.  
12, Queen's Road, Central.







**FOSS & Co's. Chocolates 1 lb.**  
VERY FINEST QUALITY.  
Feller's Almond Fudge, Chocolate Caramels  
— Assorted Caramels, Peppermint Lumps  
— &c. &c. —  
**A. S. WATSON & CO., LTD.**  
THE HONGKONG DISPENSARY.

## READ THIS

"You will be pleased to hear the Moutrie Piano I bought from you last Summer is giving great satisfaction. No Tuner has visited—since about last August, but the instrument is only very slightly out of tune."

(The above letter was sent to us entirely unsolicited)

## MOUTRIE PIANOS

FOR  
**REAL SERVICE**

Catalogue Post free

**S. Moutrie & Co., Ltd.**

## LANE, CRAWFORD'S

MEN'S WEAR DEPARTMENT.

### EARLY AUTUMN WEAR.

Spells of uncertain weather are so prevalent during October that consideration in respect of Early Autumn Wear is an urgent necessity if one is to be properly equipped to withstand all weather vagaries.



## Lane, Crawford's

### HAVE A FINE SELECTION

of Seasonable Underwear, Hosiery, Pyjamas, Shirts Dressing Gowns and Overcoats, which will be worthy of inspection.

A very fine range of Footwear is also available coupled with an exceptionally attractive selection of Linen and Benetton Hats and Caps.

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## MARVIN SAFES

FOR  
OFFICE, HOUSEHOLD OR  
PERSONAL USE IN KEY-  
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ATTACHMENT.

"THE SAFE WITH A  
REPUTATION."

Immediate Stocks  
Offering.

**MUSTARD AND CO.**  
17, Connaught Road, Central.  
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### The Telegraph.

HONGKONG, 13th Oct., 1923.

### THE RADIO SOCIETY.

Having been instrumental in securing the creation of the Hongkong Radio Society, we are naturally deeply interested in its activities. When we started the movement, our hope was that it would get into the hands of enthusiasts, who would see that this Colony is not left behind in the progress which radio is making in many other parts of the world. It is, therefore, with regret that we find a record of very little done since the inauguration of the organisation. Many members have joined, but to date the Society has accomplished practically nothing in the way of retaining their interest. It is true that the hot months of summer are not conducive to great energy, but, even after making full allowance for this fact, we feel that opportunities have been missed.

We want to see the Radio Society a real, live body—not merely another name added to the list of Hongkong's moribund organisations. It should help rather than hinder any development whatever which tends to increase the opportunities locally for radio enthusiasts to take an active part in their hobby. As we remarked the other day, it should not in any way concern itself with actual broadcasting. That can be left to others; and where there are others willing to do the experimental work, the Society should encourage any efforts along those lines. In recent months, some extremely useful work has been done in this direction, thanks to the sympathetic attitude shown in the matter by the Hongkong Government, which has demonstrated that, so long as there is no interference with the naval and commercial stations, it intends placing no obstacles in the way of those able to carry out tests.

It is, as we say, for the Radio Society to do all it can to give the movement a lift—a "dog-in-the-manger" policy is foolish and will only delay practical radio work locally. We understand that there is soon to be a general meeting of members of the Society, and we are hoping that this gathering will mark the beginning of a period of real work in the general interest of members. If there are vacancies to be filled amongst the officials,

changes into the efficient working of the organisation. There will be every reason to hope that the coming winter may witness a period of really useful activity.

### Local Pleasure Grounds.

A contributor to this issue who writes under the nom de guerre of "Observer" has some strong comments to make on the Government's seeming neglect of the population. As to that we shall not comment ourselves, except to agree that more open spaces, in other words further "lungs" for the community, are required. We have in mind the resorts that exist at present. These are either too small for their purpose, or too costly or inconveniently situated for those who most require them. Our contributor has some very interesting things to say about the possibilities—apparently, wasted opportunities—of the North Point reclamation. There is no doubt that this Colony sadly lacks a seafront esplanade. Commerce has certainly been the first consideration. Granted that Hongkong is somewhat cramped, we have Kowloon as a glaring example of want of foresight. There, the whole seafront of the residential quarter has been given over to a railway track, which could just as easily have run along the other side of the peninsula. A time is coming when even such bathing facilities as now exist at North Point and Kennedy Town will be gone forever. The south coast will still be available, of course—for the fortunate minority of inhabitants who can journey to that region. For the sake of the Colony's health and well-being, however, it is necessary to consider even the mere tens of thousands of Chinese working-class folk; so that the conservation of open spaces, the proper and adequate provision of dwelling-houses, and even recreation grounds for the lower orders (such as the small boys whose street football has so annoyed the Police) are matters urgently requiring consideration. Our contributor has made a careful study of his subject, and his comments will, we feel sure, be read with a great deal of interest.

### East Indies Defence.

The Dutch Premier has definitely stated the need for a strong fleet in East Indian waters to maintain Holland's obligations of neutrality. This means, in other words, that the proposed increase of naval provision will be purely for defensive purposes. The Dutch East Indies are very peculiarly situated. They are very extensive, very valuable, and almost defenceless against a strong Power. All that has kept them intact hitherto has been the near presence of a friendly Power that is as much interested in their integrity as Holland herself. This Power is Great Britain. It is utterly absurd for anyone to suggest that the Dutch strengthening of naval defences can be directly due to the proposed base at Singapore. The Government of Holland must realise that a strong base so near their Colonies is an added safeguard to those Colonies themselves. It is to Britain's vital interest that, in the event of her being involved in conflict with another powerful nation—as in the late war—the Dutch Indies should not be seized by the other side and used as bases for operations against British Malaya and even India. The Dutch Government's anxiety to avoid any such contingency can be read into the desire to maintain neutrality and strengthen the means of doing so. That is the whole thing in a nutshell.

### SUN'S LATEST.

TO CONFISCATE M. P.'S PROPERTY.

It is stated that Dr. Sun Yat-sen has ordered that the names of Cantonese M.P.'s who voted for the election of President Tsao Kun be ascertained, in order that their property may be confiscated. A further report states that Dr. Sun has decided to withdraw 20 battalions from the Yunnanese forces on the West River and the same number from the East River for the purpose of forming an Expeditionary Army against the North, to be commanded by himself.

### DAY'S HEADLINE

WHEN YOU GET THE HOLE IN YOUR HEAD THAT THE WORLD IS AGAINST YOU—IT IS—Columbus Cor.

Police Sergt. D. W. Barnett is appointed a Sanitary Inspector for Stanley.

Viscountess Jellicoe and her daughter left to-day by the s.s. President Jackson.

The bathing beach at North Point will be closed on and after the evening of the 16th of October.

Revised rates of postage for parcels to Belgian Congo, Ceylon and Malta are published in the Gazette.

Dr. K. H. Digby, M.B., B.S. (London), F.R.C.S. (England), has been appointed a Member of the Medical Board for a further term of three years.

Dr. Sun Yat-sen has refused to accept the resignation of the Provincial Treasurer, but has not disclosed his intentions regarding the Civil Governorship.

The collection at Union Church on September 16th, for the Japanese Earthquake Relief Fund totalled \$203.58. A sum of \$100 has since been donated by a friend.

Tenders are being invited for improvements to the junction of Nathan and Gascoigne Roads, Kowloon; and for the construction of a pier for dust shoot at Pitt Street, Yau-mai.

The Gazette notifies that claims for payment of debts due from German to British nationals in China must be filed not later than the 31st instant with the British Custodian of Enemy Property in China, c/o H.B.M. Consul General, Shanghai.

Whilst giving a demonstration yesterday with a second-hand kerosene stove, a marine goods dealer in Upper Lascar Row was injured when the stove exploded. A fire immediately started but the combined efforts of the inmates and neighbours succeeded in extinguishing the flames before the arrival of the police.

### ATTACKS ON CHUNGKING.

Peking, Oct. 11.

Continuous attacks against Chungking recently have been without result but now that Tang Chi-yao's brother has arrived with 6,000 Yunnanese and joined the attackers it is reported that negotiations are shortly being opened between the First and Second Armies.—Reuter.

### HONGKONG IMPORTS.

#### Brisk Clearance of Piece Goods.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states—

Cotton piece goods and fancy cotton goods.—The most cheering feature is the improvement in clearances, with are quite brisk. No new business of importance is reported. Local values are unchanged.

Cotton Yarn.—In the early part of the fortnight a limited business was done at previous rates, but latterly the demand eased off. Prices are weaker and dealers are accepting \$2 to \$3 lower for their holdings. Quotations are: No. 10s. \$17/1/3. No. 12s. \$18/3/0. No. 16s. \$20/2/0. No. 20s. \$19/5/0. Arrivals 3,800 bales. Shipments nil. Sales 1,500 bales. Bargains 6,000 bales.

Woolens.—Orders have been placed for lastings and blankets. Clearances are steady.

Raw Cotton.—There is no business to report and quotations are unchanged.

Metals.—Market firmer and rather more active.

Flour Market Report.—Stock 200,000 sacks. Steady market. Quotations: American Patent, \$3.60 per sack; American Straight, \$2.97 per sack; American Cut off, \$2.95 per sack; Shanghai Flour, \$3.00 per sack; Australian No. 1, \$3.37 per sack.

Window glass.—Market is very firm on account of smallness of visible stock and of higher replacement cost.

Malpette.—Fairly steady with increasing demands.

## Bulls and Inpers

### From the Office Bull.

There is no truth in the rumour that Britain's decision to admit Empire-grown fruit duty-free is due to the Government having taken various heads of the cry: "Yes, we have no bananas."

Big things often have small beginnings. Last month a Hongkong Scotsman visited Shanghai and came back squealing, poorer in pocket and health. Now Shanghai cafes and road houses have to close shortly after midnight.

As a result of the recent action of the Municipality, those Shanghai citizens will soon have an opportunity of going to bed the same day as they rise.

The womenfolk, too, will recover the lost art of sleeping in the dark.

The way things are going, it looks as if the Dwyen Wen is going to be as famous as the Cutty Sark.

Canton people now consider that day lost whose low-descending sun does not see a telegram sent off advocating the non-recognition of the "bogus" president.

Police please note. Ricksha coolies are liable to crack up if poked in the stomach with a baton. The correct procedure is to turn them round and deliver a glancing blow with the boot attached to the right foot.

Query. If a lazy hukong is liable to fall asleep in the charge room, how much more liable is he if sent out on a beat?

People in the New Territories are not to be permitted to keep pigs in the front room in future. We shan't know the place after a bit.

Ladies note: Brower advertises "Jack's Wrinkle Book."

Seeing as 'ow the price of fish is, maybe our Interport rowers will catch a few crabs while at Shanghai.

They're insuring them in Canton against Fund Raising.

One thing about the cooler weather, all those funny-named soft drinks have gone.

This is the time of the year when persons are a necessity in Hongkong. The wedding season is now in full swing.

The honeymoon ends where the coal bill begins.

What is the difference between bribing voters and soldiers? Ask Sun.

The only thing likely to fall in Waichow during the next few days is the thermometer.

It is reported that the Ex-Kaiser is living frugally nowadays. He is said to have told an interviewer the other day: Ja, wir haben keine bananen.

"Eggs Ten Million Years Old Discovered," says a newspaper heading caption. Must be related to the one we had for breakfast this morning.

We don't like the way lots of these Canton officials are leaving for health reasons.

Perhaps they are afraid of lead poisoning.

When the solo cycle winner came up Shaukiwan Hill at over 60 miles an hour on Saturday, another competitor was heard to exclaim: "That's the man we want for Traffic Sergeant!"

One report says the winner was thrown somewhat out of his stride "by the sight of a woman close into the side of the road." We didn't think Hongkong men were affected by such trifles as that.

The Peak Tram barrier is now in full working order. Just in time for the next bathing season.

One of these days a globe-trotter alighting from the tram will be passing nuts to the folk inside the cage.

Signs of a hard winter: a pungent odour of moth balls on the Peak and Sun Yat-sen deciding to send an army to Peking.

Letters from Home show that the holidays are all over except the scratching.

China has shipped to America 61 tons of mah jongg. The two nations are still on friendly terms.

According to a Shanghai paper, Dr. Robert Ellis has reached his home, Portland, Oregon, on the yacht Dwyen Wen, after spending 4 days in crossing the Pacific. This sounds like the original tall story.

Chinese girls who wear short trousers are to be seen riding on our trams sporting ornamental garters. Clarence suggests that the other girls should ornament theirs as well.

Hongkong children are grown persons who run everything around the house except messages.

Just about now the wife begins to think in terms of skunk and white fox.

Reporting a police court case, a Shanghai contemporary states that a Police Sub-Inspector "saw a foreign lady leading an unmuzzled dog on a leash. Witness drew her attention to this, and the lady told him to go to h—l. Witness followed her to the North Soochow Road, Broadway corner." So now we know where the place is.

A man, name of Solinski, was run over in Shanghai. Must have thought he was a Pole!

Our radio's beginning to sound as if it needed a new needle.

Headings from a Northern paper that might have been expressed differently:—"Attempted murder in Canton.—Mr. Sun Fo's Narrow Escape: Dr. Sun's Difficult Task."

Thank goodness there'll be no dancing trials here this winter. Hardly worth-while anyhow, seeing as 'ow each couple run neck and neck.

You could place all the Colony's enthusiasm over the Budget on the thigh bone of a bee.

Local people bothered by insurance brokers will be pleased to know that one of them is in gaol in Shanghai.

They're starting an electric knitting factory in Canton. It ought to do well considering the practice they've had of late knitting their brows.

Not the least successful presentation at the Dock Swimming Gala, last Sunday, was the badge of office conferred on the gentleman who ministered unto the spiritual needs of the committee.

Sun Yat-sen was an "also ran" in the Presidential election. He hasn't got into his stride yet.

Canton fire-cracker manufacturers being on strike, there's no longer a boom in the business.

The New Territories will soon have the same measure of sanitary control as at present enjoyed by Kowloon. This will enable the good folk at Tai-po to empty their ash cans just where and when they like.

If this sort of thing continues, poetical convulsions will have to be included in the list of notifiable diseases.

It cost a boy five days' hard labour to work off the two cents duty on which he should have paid for his smokes. The Governor was "right" when he said our Revenue Department was costing us more.

Last Tuesday was "cold dew" according to the Chinese calendar.

November 30th is the day of Shean dhu.

North Borneo has abolished the whipping penalty. The Nestle people, however, still insist on whipping extra thick.

"Continual killing is wearing away" this "magic Stone of Blarney," reports a local contemporary. We are glad to hear it. Presumably the myth that will prove effective.

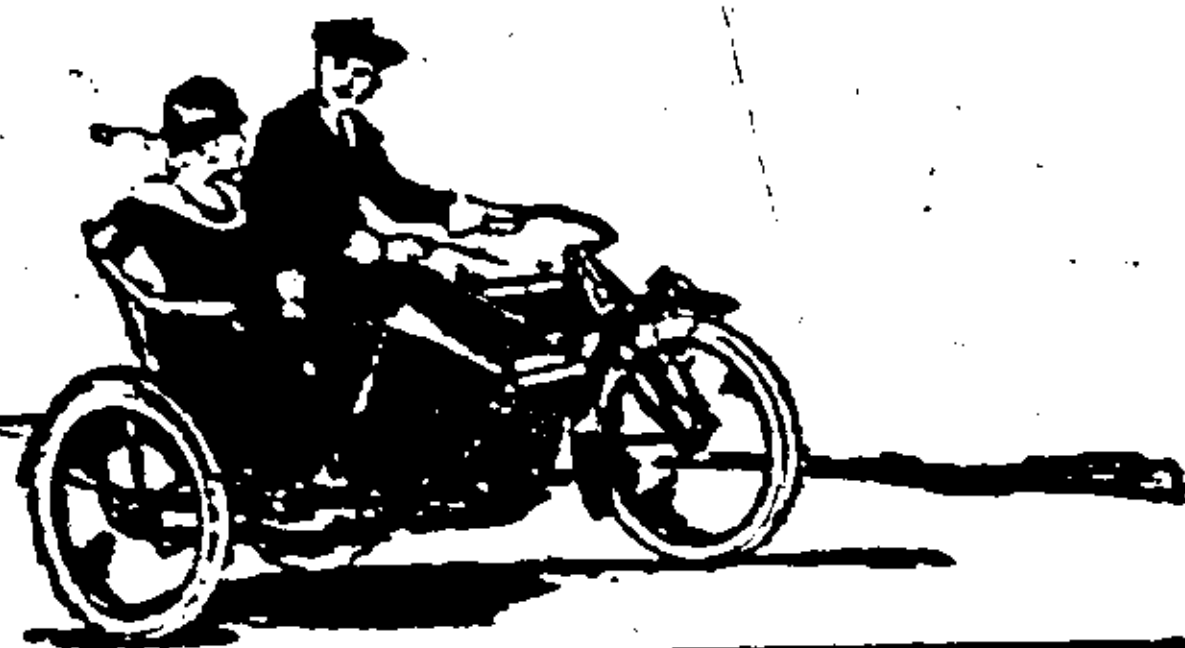
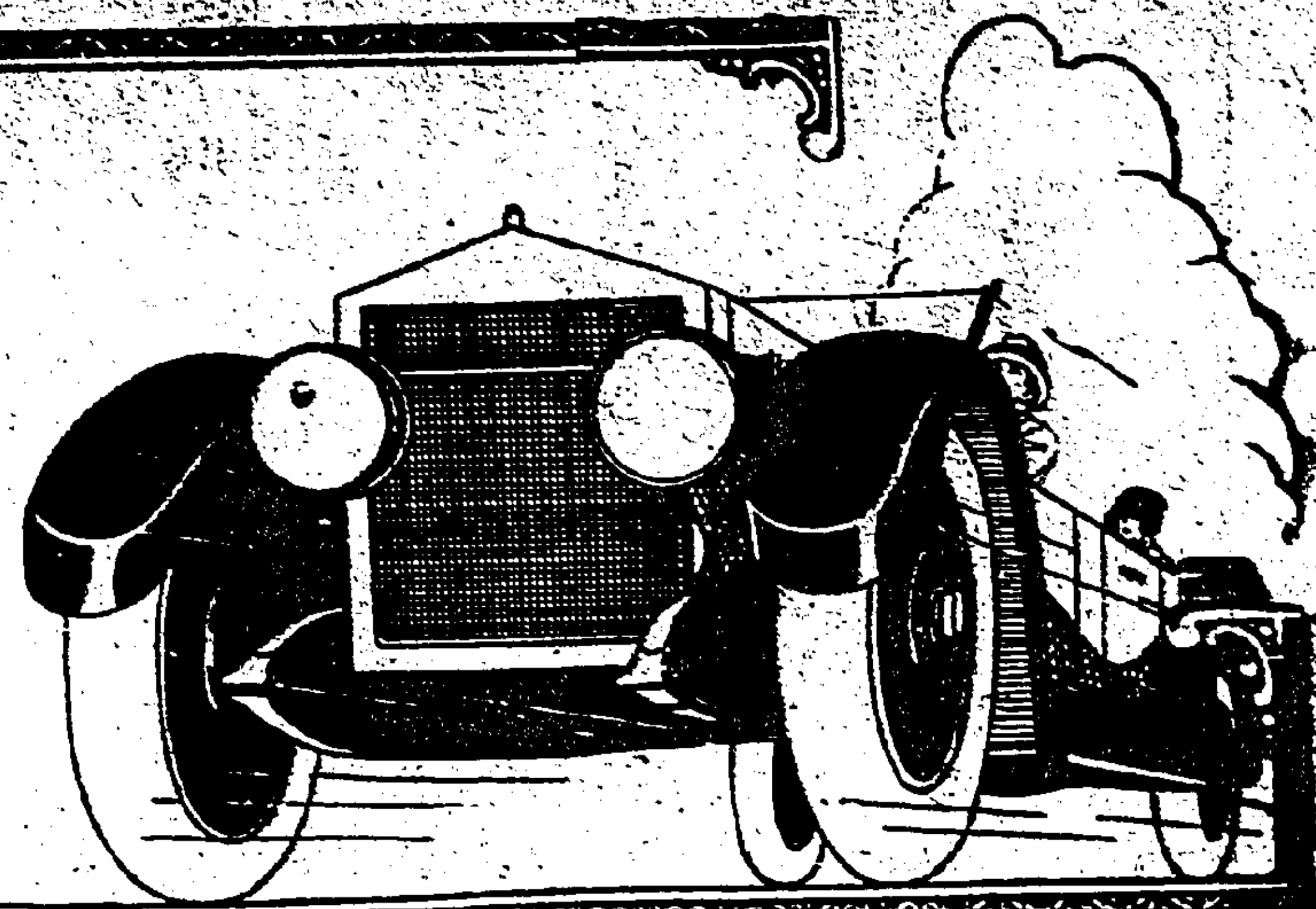


# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH

Saturday, Oct. 13th. 1923.

(Being the Official Organ of the Hongkong Automobile Association.)



## LOCAL MOTOR NOTES & NEWS

Mr. P. M. Hodgson, the popular Hon. Secretary of the Auto-Mobile Association, is still in the Manila. A letter to hand from him indicates that he will not be returning to Hongkong before the end of the month. He states that he is looking forward to the recent motor trials in Hongkong.

The wreck of a motor-car which came to grief on Sunday last on the Garden Road, was allowed to remain on the spot for over twenty-four hours after the accident. Surely, in a case such as this, an obstruction is not left until such time as the owner sees fit to remove it rather than should be immediately cleared away by instructions from the proper traffic authority, the owner, of course, bearing the cost. It cannot be that Hongkong lacks suitable facilities for such work, because at least one company (The Dragon) specialises in haulage work.

Last Saturday's continuance of the Motor Trials again demonstrated the popularity of these instructive tests among local motorists. The Jockey Club (Gymkhana) undoubtedly proved a strong counter-attraction, and explained the absence of one or two competitors from Shauiwan Hill. Everything considered, however, the meeting was a great success.

Regarding the car performances, the Crossley, driven by Mr. Lambert, was certainly the surprise of the day. After its good performance there should be nothing further heard of the cry that British cars are not suitably geared for the hills of this Colony. The winning car certainly showed its powers to some advantage on Saturday, and the manner in which it was got away from the starting-line and into speed on the hill reflects a great deal of credit on Mr. Lambert's driving.

The Crossley not only gained first place on time, but was first on formula as well. There is no doubt that Mr. Lambert was out to do his utmost to show what a standard British car could do, and he certainly upheld the reputation of British-built cars.

A car which was expected to win on time with ease was the two-seater sports model 6-cylinder 29.4 h.p. Studebaker, driven by Mr. T. R. Parsons, but it only got fourth place. One expected a much better result than this, but possibly the corners were taken too widely, instead of the inside being hugged, thus cutting the distance, whilst the get-away was not so good as it should have been for such a powerful car.

Another expectation was upset when Mr. J. Parsons' Buick, driven by Mr. A. H. Rowe, only got third place. It ought to have done better than this, for it was generally expected that it would give the Crossley a close run. The Chandler, driven by Mr. Smith, gained second place on time, and, considering the age and mileage which this car has been run, this was a very creditable performance. It could be seen at the start that this machine would do well, as Mr. Smith made a perfect get-away.

The Essex, driven by Dr. McKenny, put up a very good show, considering its 18 h.p. and the weight it carried, in getting second place on formula. The Essex car is, however, well-known for its hill-climbing powers. What Mr. Mackenzie was doing with the Jordan, the alone can say. This car has a fine turn of speed and had previously climbed the hill in much less time.

The Hon. Mr. A. G. M. Fletcher had had luck with his Oldsmobile in not finishing, owing to his acceleration pedal going out of action when he was within a hundred yards of the finish. Had this not happened, one would have expected Mr. Fletcher to have gained a place on formula. As he carried a big load and was going well until put out of action.

Mr. Gascon, who was a strong favourite in the "combination" class, was the first to negotiate the hill. His "get-away" however, was none too good and his gear change was not at all the kind one expects from a competition winner.

Mr. Chao on an A.C.E. also failed in this respect, while Mr. Walker, on a 7.9 Harley, was quite good in each respect. His machine was well tuned and he certainly deserved his second place win. Mr. Weller's Henderson had certainly lost its first flush of youth and the achievement of winning the event is all the more creditable. Much time and patience must have been expended in adjusting the machine to such a decent turn. In spite of a slight tendency for his engine to "load up" at the start. Acceleration and gear changing were expertly managed. Congratulations, Mr. Weller!

The "solo" machines came next, with Mr. H. W. Chaney first man up. His machine was "stripped" but, unfortunately, he wasn't, and although his time was very good, it was not quite good enough to win. For the next hill-climb, Mr. Chaney informs us that he intends to go into training and wear spurs and rig a la Donoghue. We shall no doubt hear from him then.

Mr. Doodha climbed extremely well, only being beaten by the three big twins. Messrs. McEwan and Ellwood did not shine particularly well.

Of the three big twins, Mr. Baker rode splendidly and beat the second man—Mr. Rumjahn—by four seconds. His get-away, acceleration and gear changing were all that could be desired, and his "cornering," despite the fact that his footboard touched the ground, undoubtedly won him the climb.

Mr. A. A. Rumjahn, who followed him, got away equally well, and his machine was slightly faster on the straight. He has a lot to learn about "cornering," however, and we should advise him to get a smaller machine to practice on. One cannot take such liberties as running off the road on to the grass with a 70 m.p.h. twin very often. It is certainly a mistake



Mr. F. Baker, who won the cycle solo event, taking the hill on his Indian Chief.

to attempt more than one's nerve can really control. Mr. Padgett, on the other hand, was cautious personified although his performance was quite a good one.

Austin cars have always enjoyed an excellent reputation abroad, and the post-war types have demonstrated sound service to their owners. Messrs. Alex. Ross & Co. have sent us the latest Austin catalogue—and a very comprehensive one it is.

The Austin Company are placing these cars on the market here at the same price as that ruling in England. Thus the purchaser saves all the incidental expenses of boxing, insurance and freight to Hongkong—quite a considerable item.

Special attention has been paid to gearing, and the scale specially suitable for Hongkong (which is fitted without extra charge) is as follows:

1st. speed	16.9 - 1.
2nd. "	9.7 - 1.
3rd. "	6.18 - 1.
4th. "	3.93 - 1.
Revers. "	13.3 - 1.

The above refers to the heavier models. For the 12 h.p. Austins, the following is recommended for the Colony:

Top (direct)	5.16 - 1.
3rd. speed	7.98 - 1.
2nd. "	12.05 - 1.
1st. "	19.87 - 1.
Revers. "	14.35 - 1.

All the photographs of the Hill Climbing contest appearing in this issue were taken by the Ming Yuen Studio, where interested motorists will be able to obtain copies. The photographers have several other pictures of the trials, in addition to those published to-day.

We are glad to see that there are prospects of a Motor Gymkhana in Hongkong in the near future. Such an event should prove a most successful wind-up to the recent trials, providing an excellent occasion on which to present the trophies won by the successful competitors. Some very amusing events could be included in the programme, and the novelty of the function should draw large crowds of onlookers. We hope soon to hear that a suitable ground has been secured for the meeting.

## THE HILL CLIMB.

### CHATS WITH TWO WINNERS.

Mr. F. Baker, who has certainly won the title of Hongkong's motor-cycling "Ace," in the course of a chat with a *Telegraph* representative regarding the Hill Climb at Shauiwan, said—"I rode in touring trim, and what I think speaks volumes for Indian construction, is the fact that my machine had not been touched since the last hill-climb. I consider that doing all tuning and repair work myself is also an important factor to success."

Regarding equipment, Mr. Baker's machine was fitted with Goodyear tyres, Duckworth chain, Splittorf plugs, magneto and generator, and Schebler carburettor. Socony spirit was used and Vacuum Gargoyle Mobiloil employed as lubricant. "Both of these," added Mr. Baker, "I have always found most excellent."

The ride itself, was summed up as follows:—"I was perfectly happy on parts of the hill and most unhappy on other parts. On the first right-hand bend my footboard started to scrape the ground, the front end dug in, and for a moment I thought the machine was going to pivot on the board and swing into the wall. However, just as it started to swing, the footboard got clear and I went on. On the last bend, I swerved to take advantage of the camber on the right of the road, and also to avoid a row of 'pot-holes' in the centre of the road. This manoeuvre caused my footboards to again catch, making the second time I had to 'shut off' for this reason."

"On a fairly steep hill like Shauiwan, this naturally lowered my speed considerably. My highest on the run was about 66 m.p.h., my average about 58-60 m.p.h., and my lowest about 45 m.p.h."

"In my opinion, the hill was not as good as Tsui Wan. The surface is not so good and the two bends at the foot were very deceptive. Neither was it such a good test of riding skill. A rider can often take one or two corners at speed, but when it comes to an accumulation of them similar to Tsui Wan, he cannot stand the strain, and consequently has to slow down."

### COMBINATION WINNER INTERVIEWED.

Mr. F. C. Weller, who came in first in the cycle combination class on a Henderson, seen by a *Telegraph* representative, said he would like to congratulate the Committee on the success of the afternoon's sport. "The electric timing device, though new to most of us, provided no difficulty," he said. "I should like, however, to correct an erroneous statement, made somewhat publicly, to the effect that by starting the cars with their front wheels, and the cycles with their back wheels, on the starting line, the cycles were gaining their own length plus the length of the car. Of course, the true gain is simply the length of the wheel base of cycle."

Coming to the actual run, Mr. Weller said:—"Being the last starter in my class I was able to judge only the beginning of the other competitors' runs, but gathered that this was where they lost most time. My success was probably in great part due to the acknowledged power of acceleration, on an incline, provided by a 4-cyl. engine."

"In my ascent I used 'Shell' spirit, Vacuum oil 'B', K.L.G. plugs and Goodyear tyres, all of which I always use in ordinary running; the only alterations being to carburettor and oil pump settings." As I was running with

## AT THE STARTING POINT.



The scene at the starting point of the Hill Climb. Hon. Mr. Fletcher getting away with a full load on his Oldsmobile.

## SATURDAY'S HILL CLIMB AT SHAUKIWAN.

### Results on Time and on Formula.

The results of Saturday's Hill Climb on time have already been published, but below we give the full details of each event showing how the various competitors came out both on time and on formula:

MOTOR CARS UNLIMITED H.P.									
Place on Time	Place on Formula	Make of Car	Power Horse	No. of Cylinders	Owner	Driver	Weight of Car and passengers	Figure of Merit on Formula	Time in Min. and Seconds
1st	1st	Crossley	19.6	Four	H.E. The Governor	C. D. Lambert	3550 lbs.	0.68 2 min.	7 sec.
2nd	6th	Chandler	29.4	Six	J. Smith	J. Smith	3350	1.16 2	12.4/5
3rd	4th	Buick	27.3	Six	J. Parsons	A. H. Rowe	3450	1.08 2	17.3/5
4th	7th	Studebaker	29.4	Six	T. R. Parsons	T. R. Parsons	3450	1.27 2	27.3/5
5th	2nd	Essex	18.2	Four	Dr. McKenny	Dr. McKenny	3030	0.89 2	23.3/5
6th	3rd	R.V. Knight	18.2	Six	G. H. Wilson	G. H. Wilson	4145	1.07 2	32
7th	5th	Oakland	19.0	Six	A. G. Hewlett	A. G. Hewlett	2950	1.09 2	46.2/5
8th	8th	Buick	27.3	Six	Lam Wing Yan	Lam Wing Yan	3520	1.69 3	31.3/5
9th	9th	Jordan	29.4	Six	E. Abraham	G.W. McKenzie	4101	1.94 4	20.4/5

MOTOR CYCLE COMBINATIONS.									
Position on Time	Position on Formula	Make	C.C.	Weight including Driver & Passen.	Owner	Driver	Time	Figure of Merit on Formula	
1st.	3rd.	Henderson	1201	760 lbs.	F.C. Weller	F.C. Weller	1-132/5	9.2	
2nd.	1st.	Har. Davidson	989	960	V. Walker	V. Walker	1-213/5	6.8	
3rd.	2nd.	do	1208	993	A. Gascon	A. Gascon	1-222/5	8.9	
4th.	4th.	A.C.E.	1234	770	J. Choa	J. Choa	1-39	15.75	

MOTOR CYCLE SOLO UNLIMITED H.P.									
Position on Time	Position on Formula	Make	C.C.	Weight including Driver	Owner	Driver	Time	Figure of Merit on Formula	
1st.	1st.	Indian Chief	1204	520 lbs.	F. Baker	F. Baker	0.50 sec	4.47	
2nd.	5th.	Har. Davidson	1208	500	A.A. Rumjahn	A.A. Rumjahn	0.54	7.00	
3rd.	7th.	Indian Chief	1204	520	G.T. Padgett	G.T. Padgett	1.00	8.30	
4th.	3rd.	Indian Scout	596	428	F.N. Doodha	F.N. Doodha	1.44/5	5.8	
5th.	4th.	Triumph	550	422	H.W. Chaney	H.W. Chaney	1.71/5	5.9	
6th.	2nd.	Indian Scout	596	510	L. Elwood	L. Elwood	1.92/5	5.6	
7th.	6th.	A. J. B.	799	540	J.D. McEwen	J.D. McEwen	1.123/5	7.8	

## HOT WEATHER TYRE TROUBLES.

Excessively hot weather may be the unsuspected cause of annoying tyre troubles: patches loosen and leak and valve rubbers perish, or even melt.

out speedometer, I am unable to give maximum speed, but notice that the average works out at 39.23 m.p.h."

Mr. Weller stated that his engine, a 2 model, has improved beyond expectation by the provision of heavier exhaust springs than those originally fitted. He concluded by saying:—"At the times, I much regretted the abandonment of the first hill chosen as it gave one a chance of making really high speed; however, as it proved dangerous the Committee had no alternative and except that the road is rather narrow, I do not think a better hill than Shauiwan could be found."

## THE FUEL TEST.

### COMMENT ON THE WINNING CAR.

The following letter has been sent us for publication:

Sir,—I read with much interest in the last issue of your *Motoring* Supplement the remarks made regarding the performance of the Buick car, driven by Mr. Rowe, which won the Fuel Consumption Test in the New Territories. I think, however, that it ought to be pointed out that this car was not a standard Buick as turned out by the makers, inasmuch as it was fitted with a very famous British-made carburettor, namely, a Smith's Multitube Jet. Then, sir, I do not think a comparison can very well be made with the Pacific Coast Classics, as these facts are run over a distance of some hundreds of miles, and the average speed is very much greater than that at which Mr. Rowe drove round the course on September 30th. Mr. Rowe's speed, I think, only averaged about 15 miles per hour (the lowest of any of the competitors by about ten miles), which, after all, is not the usual speed one is likely to travel at in a car. I venture to think that if the car had been driven at an average speed (that is, somewhere round about 25 m.p.h.) the petrol consumption would have worked out very differently. I am not writing this in any way as a "grouse." The Buick won the test fairly and squarely, and Mr. Rowe is to be complimented on getting such a good result; but I think all motorists will agree that the facts I have mentioned above should be borne in mind when remembering the test so accomplished.

Yours etc.,  
SPECTATOR.  
Hongkong, Oct. 11th. 1923.



6 CYLINDER

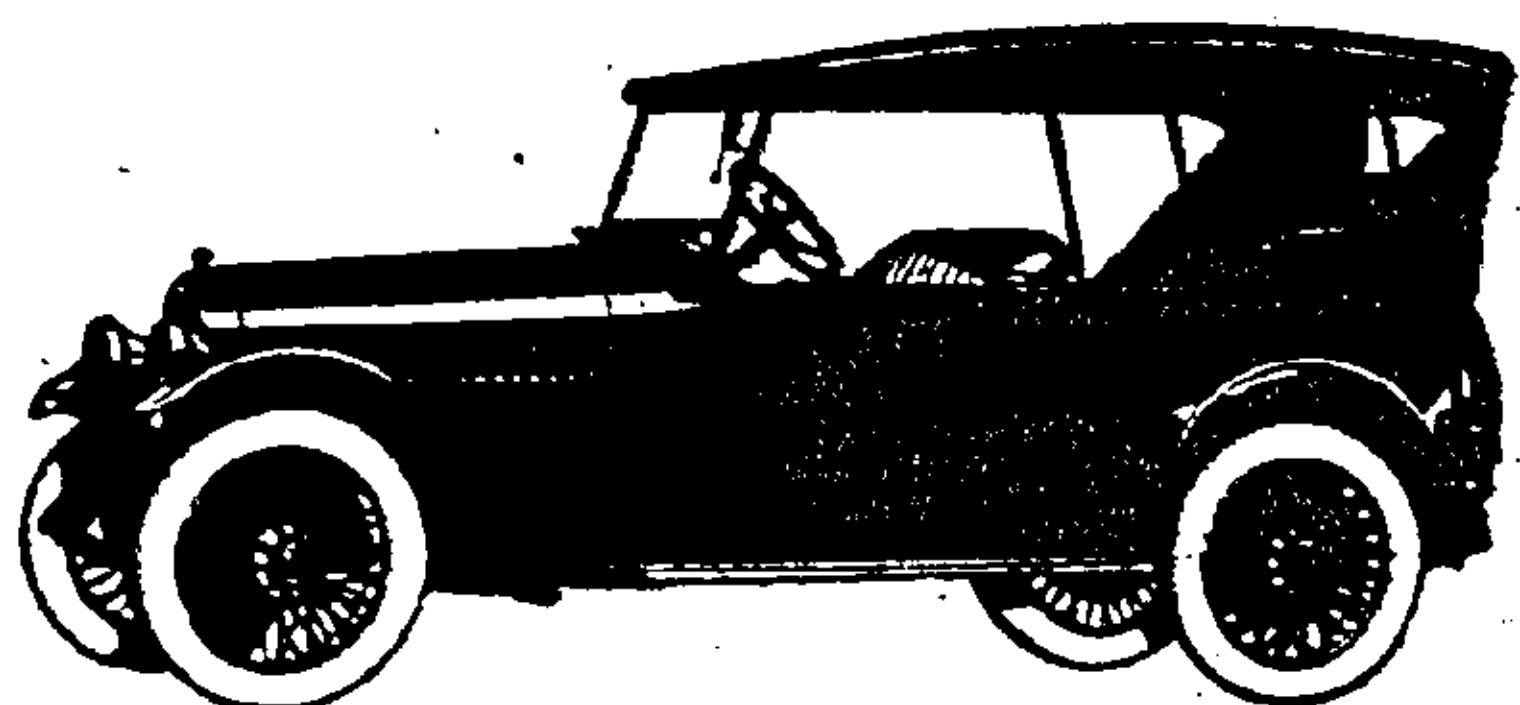
# Studebaker

CARS

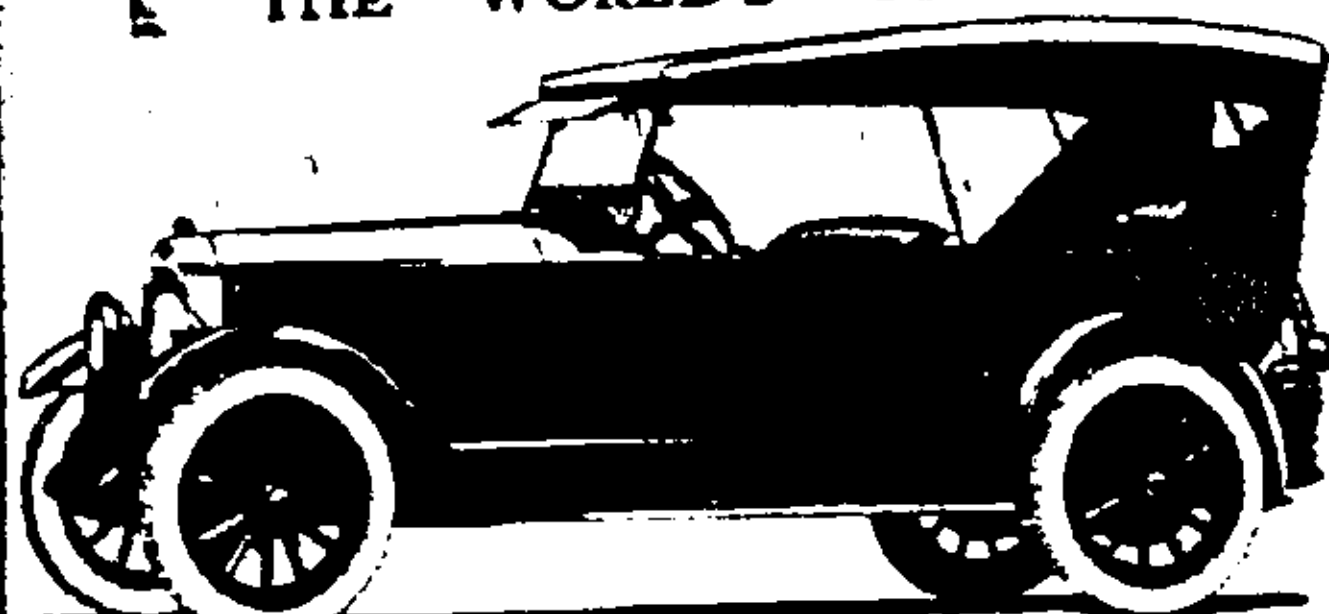
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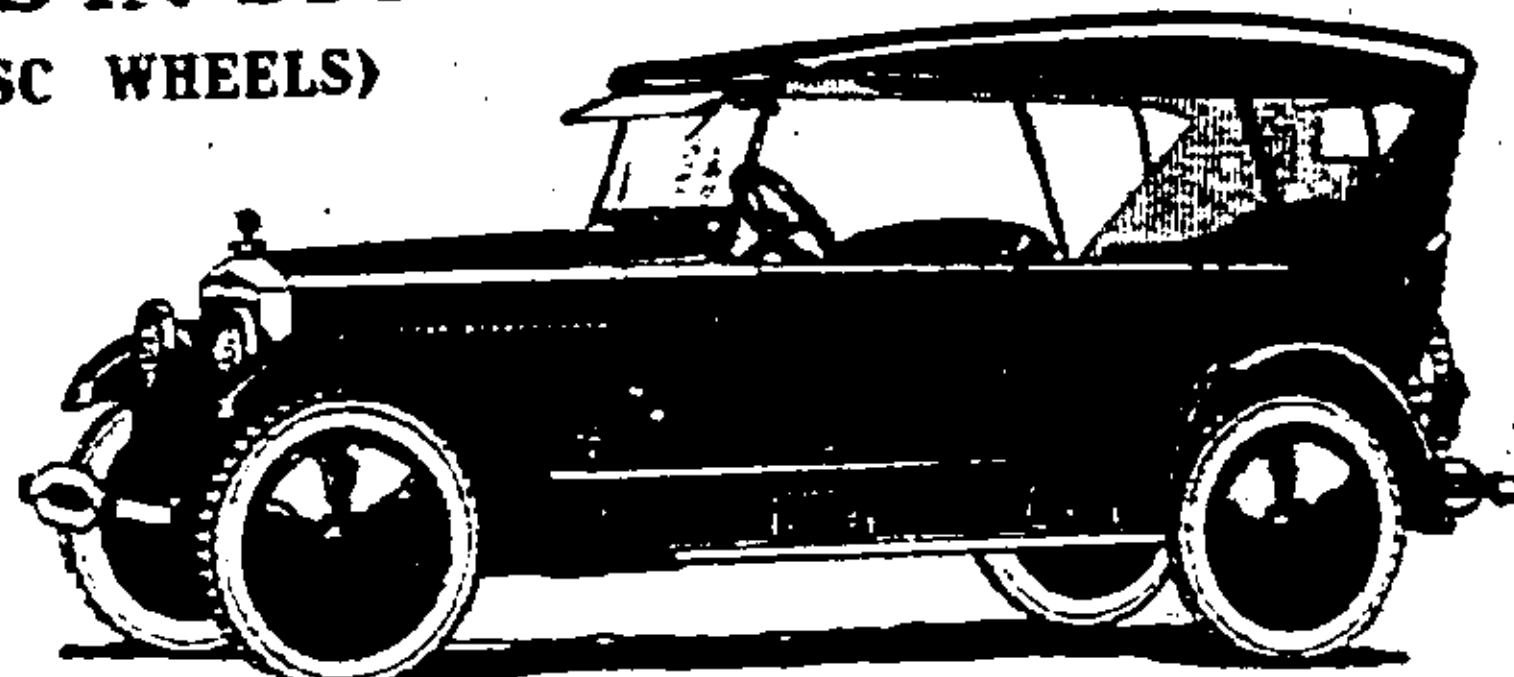
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**BIG SIX**

Price \$4,300



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HONGKONG HOTEL COMPANY, LIMITED.

## MOTOR CYCLE HINTS.

### OVERHAULING A 4-CYLINDER MACHINE

[BY "NORTONIA"]

Before attempting to take anything to pieces, thoroughly clean the outside of the engine, etc. A piece of grit may find its way into the crankcase if this precaution is not taken and play havoc with plain bearings.

When removing cylinders, (which may be done on the "Henderson" by loosening the engine to frame holding bolts, knocking out the distance pieces and then tilting the engine sideways, and on the "Aco" by removing the tank) it is a good plan to mark each cylinder by filing 1, 2, 3 or 4 notches on the base. It is also a good plan to mark each cylinder's valves, cages, springs, etc. either by a diamond punch or by a file, but handle the punch gently. Incidentally this should be the only time when a punch is required on a machine. Lots of people use a punch to loosen a stubborn nut—don't do it. The writer believes in the caustic soda method of decarbonising a large number of cylinders, especially small air-cooled ones where it is impossible to insert the hand.

Caustic soda of course, must be handled extremely carefully and must not be allowed to touch the hands or clothes or any aluminium. It dissolves aluminium and burns hands and clothes.

Make enough solution of caustic soda (about 1 lb. of solution per gallon of water) to cover the heads and valve ports of the cylinders to be treated. Place the cylinders in the solution heads down, and gently heat the solution until it simmers. Keep it simmering as long as possible and then give the cylinders a good scrub with a wire saucepan brush. All the carbon should now be removed. As soon as this is done thoroughly wash the cylinders under a running water tap. This operation must be done thoroughly; otherwise the cylinder will rust. Then well oil. The pistons may be treated in the same way provided of course they are made of cast iron or steel. Grind the valves and replace each valve with its own spring in the correct cylinder. If the valves, springs and guides are badly worn it is as well to renew them; otherwise, great difficulty will be found in getting the engine to fire on four. Bearings should be taken up by an experienced fitter, one can be hired from a local garage just for the day. Should, however, the owner wish to take up his bearings, he should proceed as follows:

Carefully clean the crankshaft and big end bearings, and then thoroughly dry. Test the crankshaft bearings for perfect truth by means of a micrometer or callipers. If there are any high spots rub them down with very fine emery cloth. Now reassemble the bearings and note if there is very much play at the big end bearing. If so, reduce the distance piece between the two halves of the bearing until the bearing just binds on the crankshaft. Then apply a very thin coat of Prussian Blue to the crankshaft, reassemble the bearing and turn, when it will be found that the blue

## 200 MILE RACE.

### To-day at Brooklands.

The preliminary list of entries for the 200 miles race, to be held at Brooklands by the Junior Car Club to-day (October 13th), discloses some interesting newcomers among both cars and drivers, and several notable absences. There are 18 entries in the 1,100 c.c. race and 29 in the 1,500 c.c. event, the 23 makes represented being: A.B.C., A.C., Alvis, Aston-Martin, Austin, Bertelli, Bugatti, Crouch, Derby, Eric Campbell, Eric Longden, Frazer Nash, Hillman, Horstman, Imperia, Marlborough-Thomas, Marseal, Morgan, Newton, Salomon, Warwick, Windsor, and Wolseley. The famous Talbot-Darracq team is apparently not competing.

### THE "TRUSTY TRIUMPH."



Mr. H. W. Chaney negotiating the hill on his Triumph.

has filled the hollows and left the high spots bright. Carefully scrape the high spots until the blue leaves an even layer all around the bearing. Do this with all the bearings and remember when assembling that all cotter pins must be replaced; otherwise nut may come loose and wreck the engine. When reassembled each connecting rod should be absolutely vertical on the crankshaft and each crankshaft bearing be lined up truly. If the gear box hums, screw up the bearing nut behind the chain sprocket, after loosening the corresponding nut on the other side of the gear box. If all adjustment on the nut has been taken up, it will be necessary to insert some shims behind the small bevel gear. Do not adjust the bevel gear too tightly.

(Next week: "Overhauling a Flat Twin Harley".)

## COMBINATION WINNER.



Mr. F. C. Weller on his winning Henderson combination.

## SAVE DOLLARS INSTEAD OF CENTS.

At most, your lubricating oil costs you but a few cents per day—only a small fraction of the cost of your insurance, your petrol, or your tyres. And that tissue-thin film of lubricating oil is all that protects you against destructive friction. It alone postpones noise, wear, trouble, repair, and excessive carbon formation.

The cheapest oil made costs you but a few cents less per gallon than Gargoyle Mobiloil, but by the month or year it rarely fails to cost many dollars more.

USE ONLY



**Mobiloil**

Make the chart your guide



**THE MICHELIN "CABLE" CONSTRUCTION**

Increases the mileage of the tyre and improves the running of the Car.

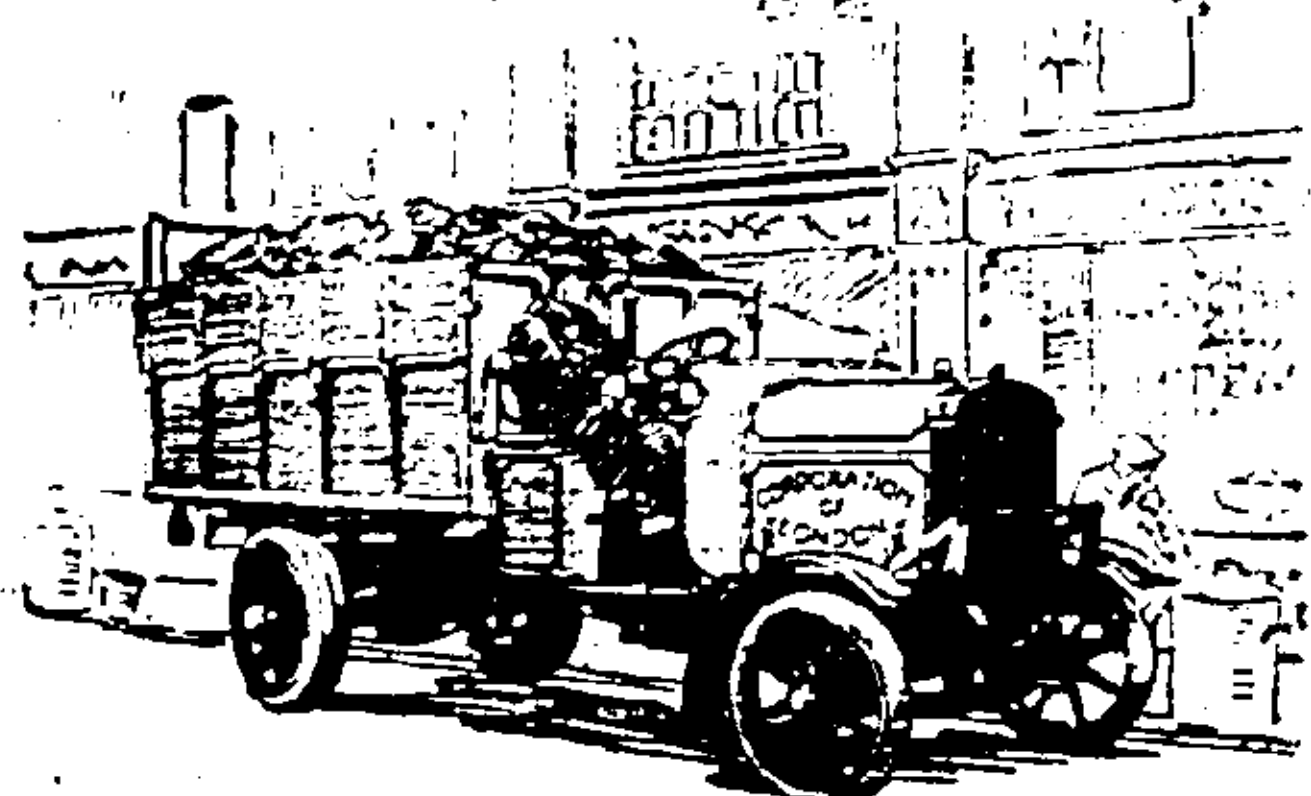
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For All Occasions

WE have made a special feature of stocking the very best of English Hall-Marked Sterling Silver Cups and trophies. Our stock is undoubtedly the best in S. China.

OVER 200 STYLES TO  
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Prices from \$3.50 to \$250.00

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# TRIUMPH

1923 Model Motor Cycles.

Just Arrived

4 H.P. Triumphs Model S.D. equipped ready for the road with

**Electric Magdyno Lighting Set**

**Roller Chain Drive, 3 inch Tyres.**

**Price:-- H. K. \$875.00**

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THE UNIVERSAL CAR

TOURING CARS ..... H.K. \$ 1250  
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TRUCKS..... H.K. \$ 1175

DELIVERIES OF TOURING CARS AND SEDANS FROM STOCKS.

TRUCKS FROM OUR NEXT SHIPMENT ALL ELECTRICALLY EQUIPPED WITH STARTERS.

**ALEX ROSS & CO. (CHINA) LTD.**

NO CHANGE IN OUR AGENCY FOR THE ABOVE.

Full Stock of Spares Carried

**"Yessir, We Take A Personal Interest In Every One of Them!"**

"Whether it's your car, Mr. Smith's or Mr. Brown's, it gets the same good care and expert attention at our new concrete Main Garage and Service Station (Wong Nei Chung Road-Upper end of Race Course) that every car should have.

"We know from experience that it pays to overhaul a machine regularly. Owners save money through our efficient garage service; and their cars are always bright-looking and full'er pep!"

**THE DRAGON MOTOR CAR COMPANY, LIMITED.**  
Telephone Central 3950  
A. J. ARISON, Service Manager.



## THE MOTOR TRIALS.

## REFLECTIONS—BEFORE AND AFTER.

We have received the following for publication—

As one who has for many years been closely connected with the motor car industry, the suggestion by the *Telegraph* that motor trials be held in Hongkong was a very welcome one, and although I had some doubts whether the Hongkong public would rise to the occasion, I am glad to know that local motorists proved that they are just as enthusiastic as in other countries where such competitions are held regularly every year.

Personally, although I entered every class, the tests which I thought would be won by me were the consumption and hill-climb events.

Regarding the acceleration test, I must confess that I did not anticipate gaining a place, and when it was found that I had tied for second place with the Hon. Mr. A. G. M. Fletcher and Mr. J. Smith, I was certainly surprised. When the tie was run off, however, I was rather more optimistic, because I knew that the three cars in question had been very carefully adjusted, and tuned for this occasion. Such being the case, it was not too much to expect that all three cars would have made better time than His Excellency's car on the first day. Under the above circumstances, to me, the winning of the tie was disappointing.

I fully expected to win the consumption test, as I paid great attention to the tuning up of the car for this event. As was driving against two a matter of fact, the result was above my expectations. The Governor taking into account that I was driving a full load, and that the whole of the distance was done on top gear.

Regarding the hill climb, there were only two competitors whom I looked upon as serious rivals—Mr. J. Smith in his Chandler, and Mr. T. R. Parsons in his two-seater Studebaker, the reason being that both these cars were lighter and of higher horse power than mine. I thought that Mr. East Parsons would probably be

## MOST MILES PER GALLON.

## The Error of Extremes.

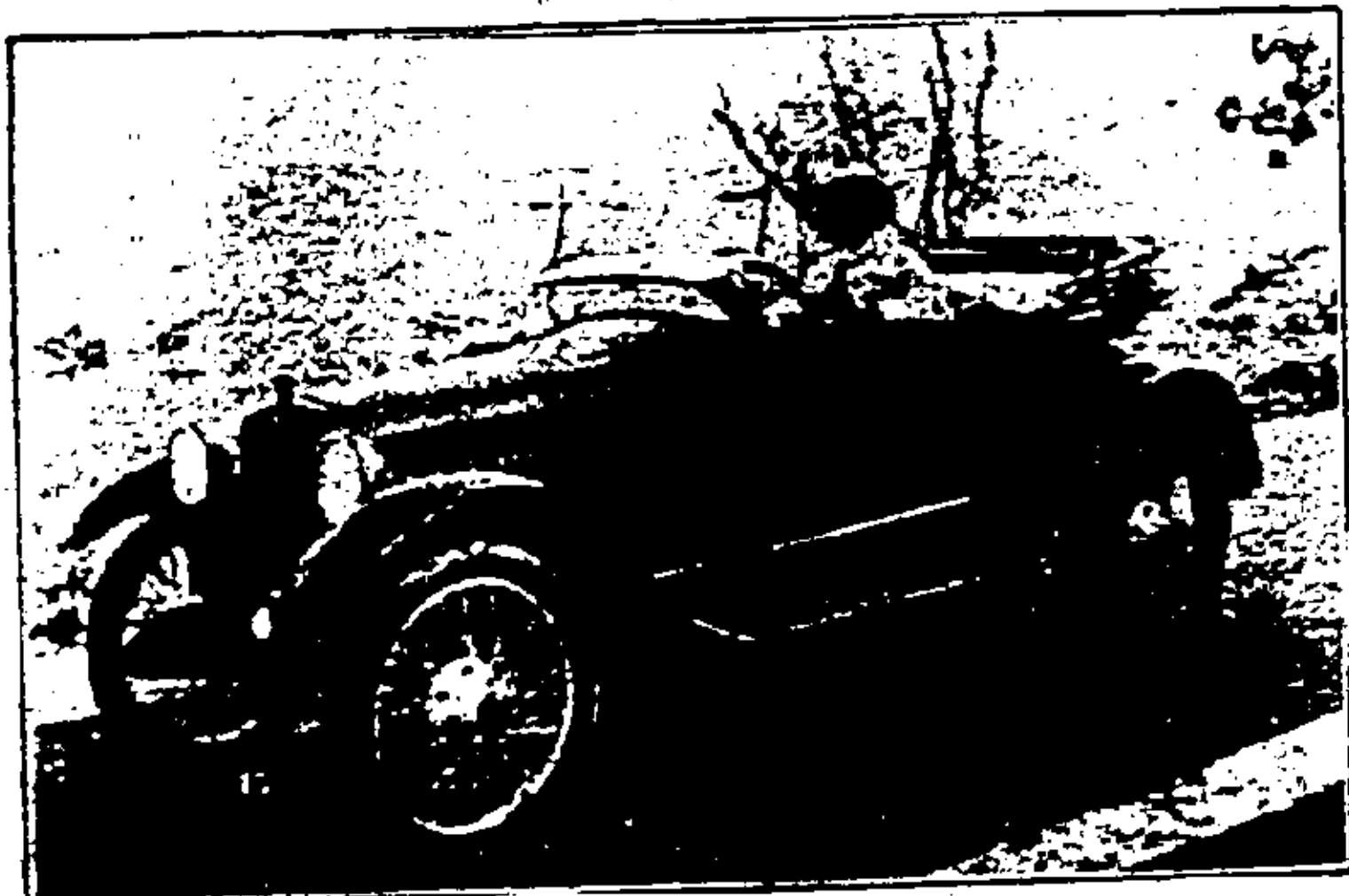
The speed at which a car is driven has an important bearing upon fuel economy and it is a medium speed which gives the greatest mileage for a given consumption of fuel, for the following reason: At very low speeds, while the car demands but little power to move it, the engine produces this power very wastefully, as it is not turning over fast enough to be efficient and the consumption of gasoline per mile may run very high. On the other hand, at very high speeds, while the engine produces the power fairly efficiently, so large an amount of power is called for, in order to overcome high air resistance and increased friction, that fuel consumption becomes exorbitant. There is a speed, somewhere between the two extremes, at which engine efficiency is reasonably high and the resistance against which the engine is acting is fairly low, which is the speed of highest fuel economy, but it is not possible to express this speed in reliable, generally applicable figures.

The winner. Certainly the unexpected happened. Mr. C. D. Lambert's victory with the Crossley being the surprise of the meeting. It speaks volumes for the tuning up and the driving of the car, and I heartily congratulate Mr. Lambert. It was a fine performance when it is taken into consideration that the consumption test was of only 19.6 h.p. against the 27.3 h.p. of the car I was driving and against two others of 29.4 h.p. Also, the fact that His Excellency the Governor's car was the only one winning the event, is a splendid tribute to the perfection and reliability of British cars.

In conclusion, I should like to express the hope that Interport contests be considered, because the results of Hongkong's first trials demonstrate the fact that we have nothing to fear in competing against any ports in the world.

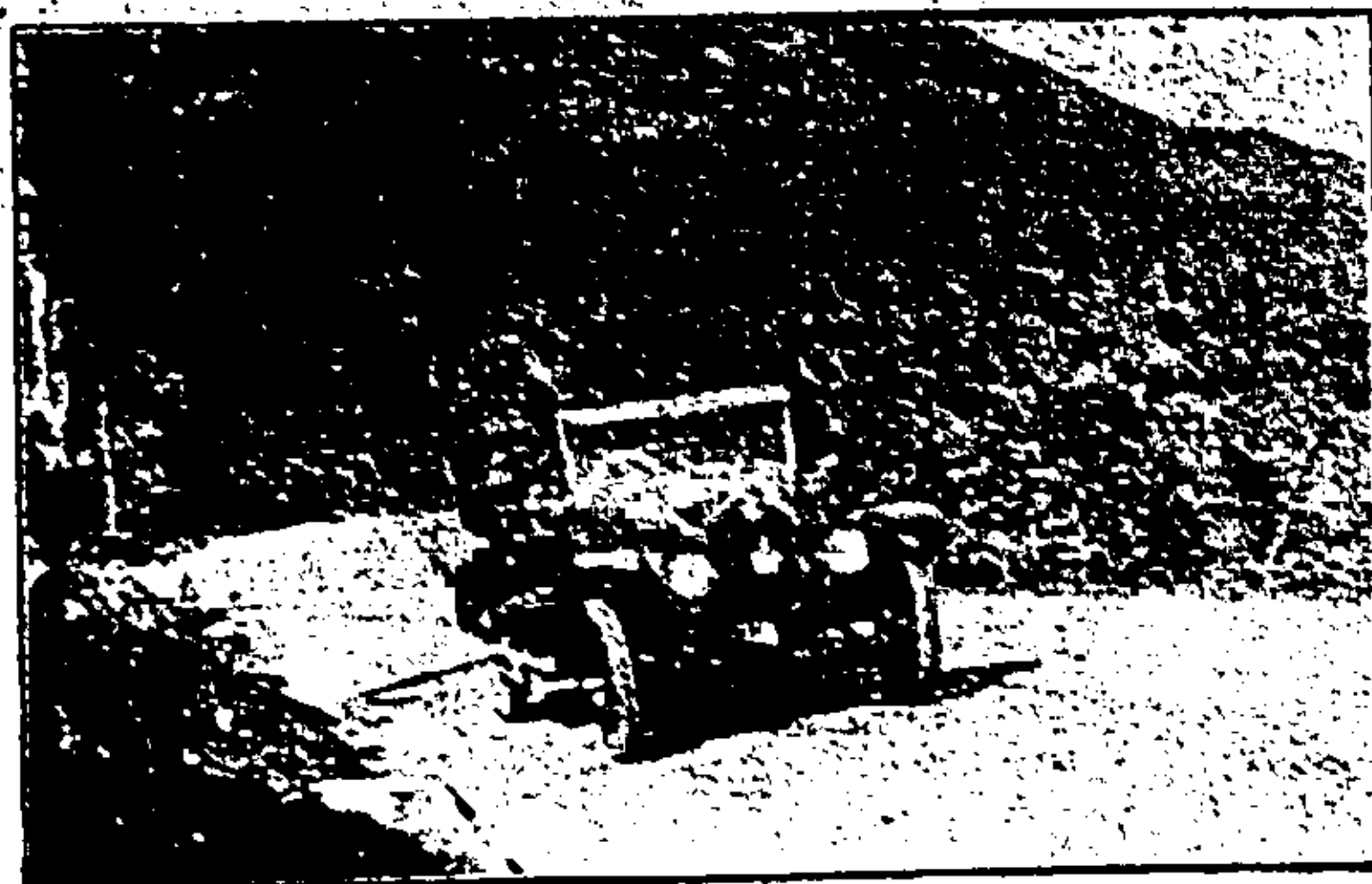
A. H. ROWE.

## CHANDLER SECOND, ON TIME.



Mr. J. Smith and his Chandler, which got second place on time in the Hill Climb.

## THE WINNER.



Mr. C. D. Lambert driving His Excellency's Crossley, which won first place both on time and formula.

## PETTED MOTOR CARS.

## Coddled Chassis and Coachwork.

Car coddling is the opposite extreme of car abuse, says a writer in the *Observer*. Happily, neither practice is exploited by the majority of motorists. Yet both are prevalent. While much is written concerning the abuse of motor cars, the other side of the case is seldom touched on. Though it may cost the motorist as much loss of enjoyment as does abuse. Take the prevalent practice, even in standardised American cars with the more ambitious body schemes, of having special coverings of hol-

land or of other material superimposed on the interior upholstery and power. I am waiting for even when that is of something so durable as Bedford cord. During nine-tenths of their service, the owners of such vehicles do not enjoy the artistic upholstery schemes which, in many cases, cost considerable sums of money. Instead, they travel up and down the country in closed cars, the interiors of which have, apparently, been in the packer's hands.

Such a machine is used in the condition in which it ought to be laid by, not enjoyed. Generally, the notion is that, by this method of hiding effectively the decorative schemes on which appreciation with the design of the car. He ble sums of money have been spent, presently it will be possible to sell these carriages at second-hand to better advantage than if such and such an angle; therefore the first purchaser had himself for which he paid. It seems almost a poor use to make of capital. De-precia- tion there must be, and pro- work. Such a man ought never fit there cannot be under to buy a motor car made by any any such head. Therefore, builder from Rolls-Royce to Ford, why lay out the money in such a fashion, since that type of investment does not give himself the opportunity to enjoy the article would cost thousands of pounds for which he has paid? Often to produce, and when he had the means by which these made it, his alarm would be great upholstery coverings are at- tached obtrude themselves dis- agreeably on the notice even- tions and would scarcely travel at when the upholstery proper is five miles an hour maximum revealed by taking off the outer speed, so overloaded would the engine be.

WORDS OF WARNING. Of course, the ideal is to do nothing to the car until it is required, and to leave nothing that is needed undone. Unfortunately, occasionally, one still comes across cases of new cars being sent out in a condition in which they ought never to have been delivered from the works or from the agents. But these cases do not constitute one in ten. Further, one very quickly discovers what is really the matter and that, generally, before any harm can be done. A really fussy motorist, however, is not so much concerned with these odd cases as he is with discovering what is wrong

## POETIC ADVTS.

"One more 'unfortunate weary of breath, with his car up tired to death. Think of him tenderly, regard him with awe, but pity his ignorance in not using Jack Straw."

The above advertisement of motor oil appears in a provincial paper. Will the poetic advertisement outdo the artistic? Examples follow.

1. Cars to the right of him. Nothing was left of him. There at the cross-roads someone had blundered. He'd have been happy as Mr. Micawber, had he been fitted with Bink's Shock-absorber.

2. I am Here At The Gate Alone. With my car of speed and power. I am waiting for Maud while she puts on her hat, and she won't be more than an hour. For her coat is the dearest cri. And so is her silken veil. And her toque is a bargain at nineteen-and-six. From Tom and Headgear's sale.

3. Recently Overhauled 12-seater. Certain starter. Suit a family man or light and general carter. Has stood the test of time. Tyres rubber-cord. All that it wants is a permanent home. Owner going abroad.

DUNLOP

THE:— 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> PLACESIN THE  
HILL-CLIMBING CONTEST  
WERE WON ON

DUNLOP CORDS

Thus, in every contest throughout the trials, the winning cars were equipped with the BEST TYRES IN THE WORLD.

## DUNLOP TYRES

as supplied to

THE HONGKONG GOVERNMENT

for the exclusive equipment of all its motor vehicles

are

Obtainable from stocks carried by Hongkong &amp; Kowloon Taxicab Company, Ltd. Kowloon. J. Gibbs &amp; Co. Alexandra Buildings. C. 704 (Sundays &amp; Holidays C. 4532)

and from the

DUNLOP

Rubber Company, (China) Limited.

Founders throughout the World of the Pneumatic Tyre Industry.

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HONGKONG

Phone: C. 4554.

## GOT SECOND PLACE.



Mr. A. A. Rumjahn, who came in second on the Hill Climb, being only four seconds behind Mr. Baker's time.

## MR. CAR OWNER!

Why not send us those LAMPS, FITTINGS, etc. from your car and let us make them like new?

## THE ELECTRICAL DEPARTMENT

(OF THE HONGKONG HOTEL CO., LTD.)

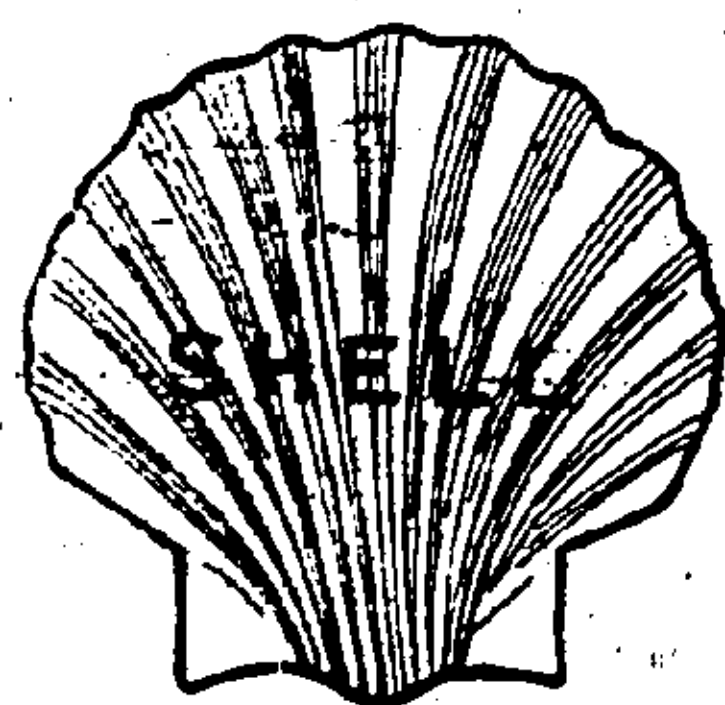
EXPERTS IN PLATING.

## HONGKONG MOTOR TRIALS

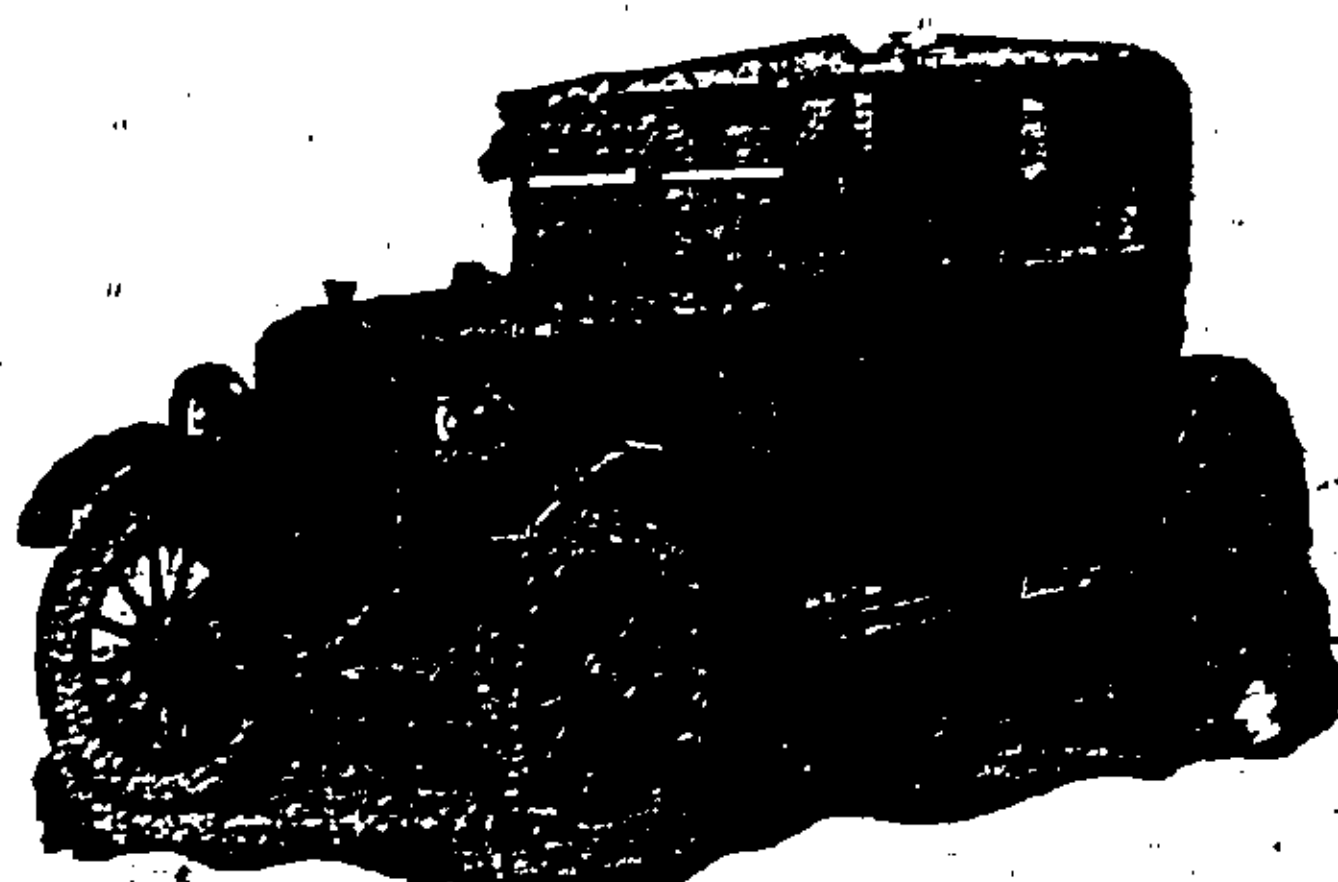
1923

OF THE RESULTS PUBLISHED TO DATE IN CONNECTION WITH THE ABOVE, THE FOLLOWING PLACES HAVE BEEN SECURED BY COMPETITORS USING—

## SHELL MOTOR SPIRIT

1st.  
Seven2nd.  
Ten3rd.  
Seven

The ASIATIC PETROLEUM Coy., Ltd.



## BRITISH CARS

By special arrangement with the Austin Motor Car Company, Ltd., we are now able to supply AUSTIN twelve and twenty h.p. cars in Hongkong, all charges paid, at the English factory list prices. Immediate delivery can be given on 20 h.p. Touring Models.

Prompt shipment on all other models.

Catalogues may be obtained from the

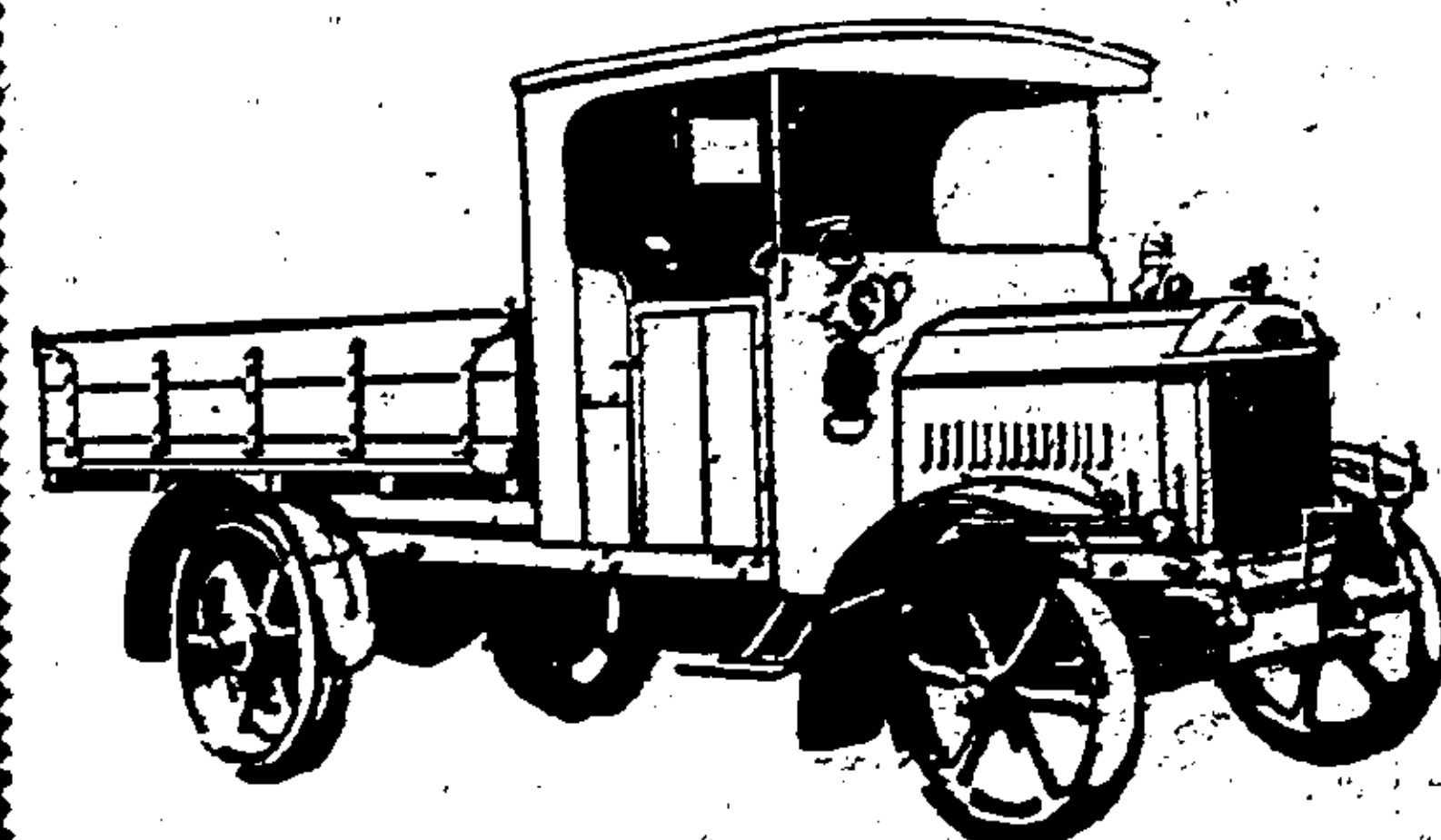
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Bank of China Building, Duddell Street.

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Dennis  
MOTORS

As used by The Hongkong Government.

2-2½ ton truck chassis—£740.—0—0  
c. i. f. Hongkong.

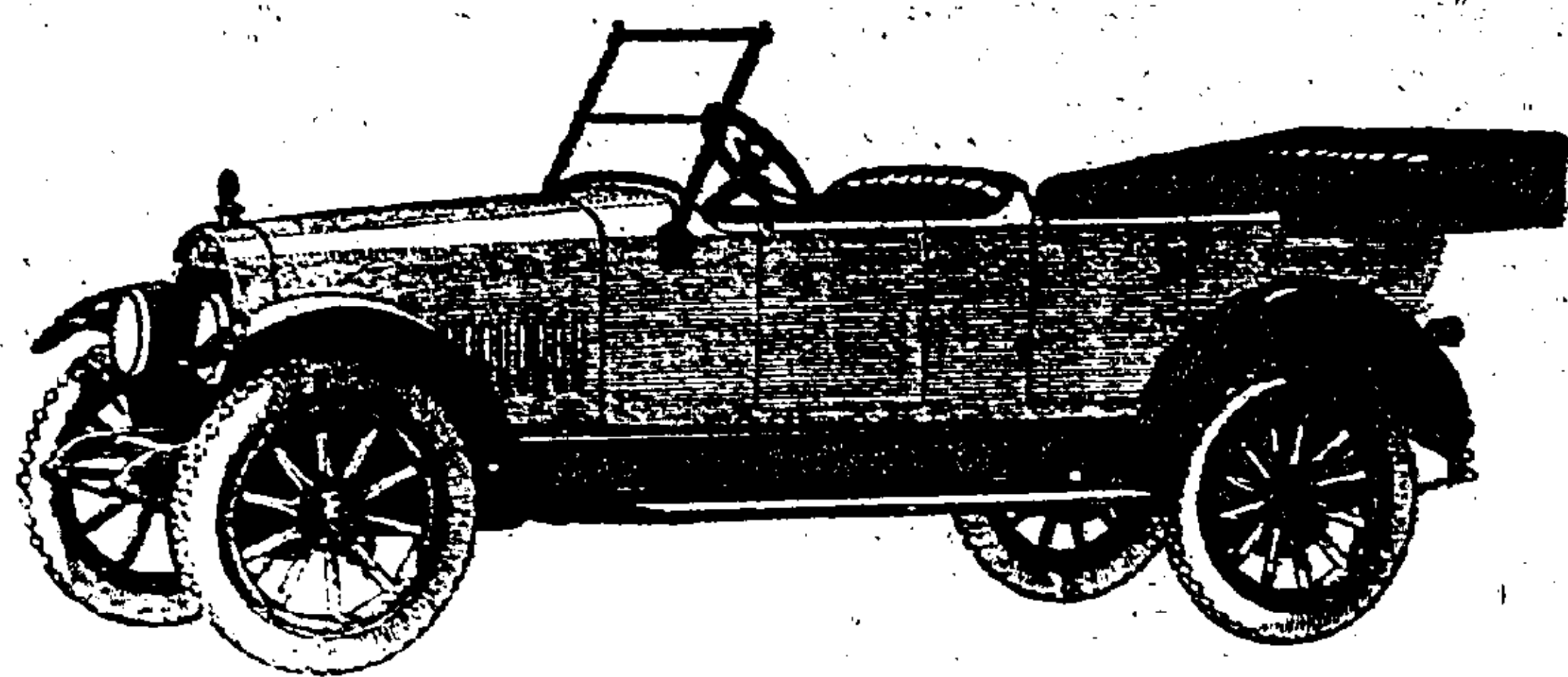
THE TRUCK WHICH HAS PROVED ITS WORTH IN HONGKONG

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TELEPHONE C. 2487.



# HUDSON



Compare It With The  
Costliest Cars

You find comparison for Hudson quality only in the small group of fine cars that stand at the very front of mechanical excellence. But do you compare its price at \$4,000 with theirs?

The reliability of the Super-Six chassis is famous. Controls are simple. It requires little care to keep in top condition.

With endurance and performance proofs that have never been equalled, it gives a price saving of hundreds of dollars over cars of comparable quality.



Hudson Also  
Builds the

**ESSEX**

4—Passenger Phaeton \$3,900.

7—Passenger Phaeton \$4,000

**THE DRAGON MOTOR CAR CO., LTD.**

Latest Models on view at our Sales and Service Station.

Wong Nei Chung Road, Happy Valley.

Telephone Central 3956.

## LOSS OF FUEL

"Scrutator" Answers a Query.

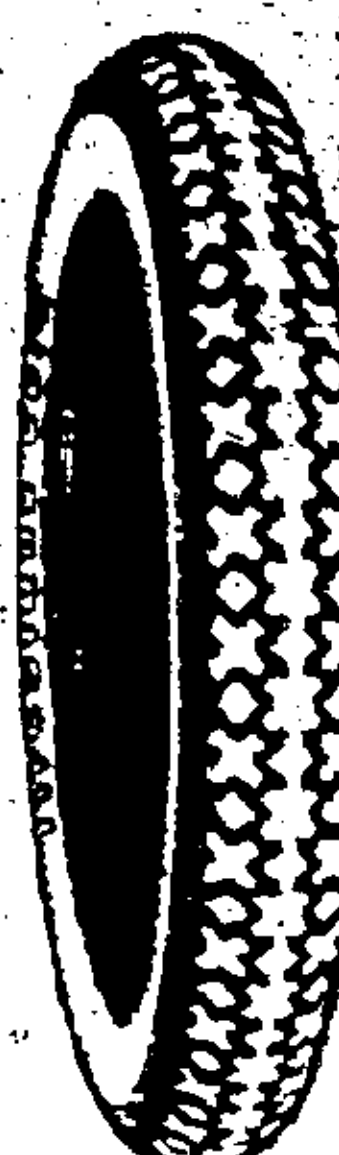
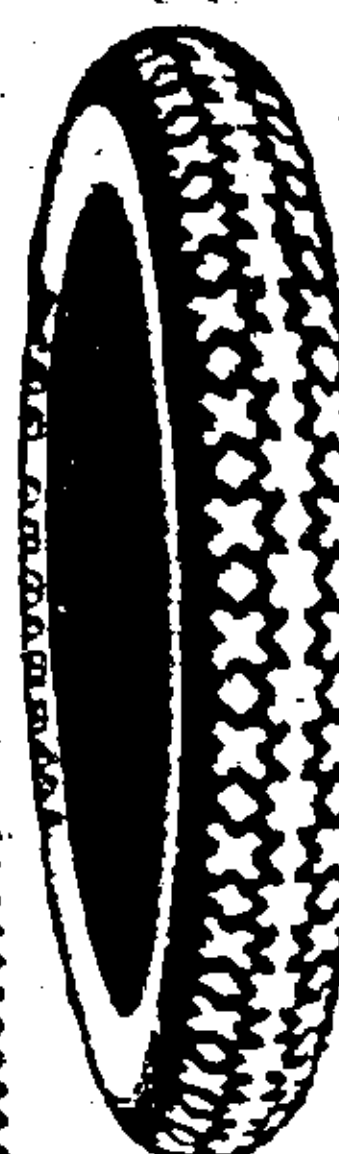
D. O. writes: Sometimes, when driving along, especially when descending hills, I notice a strong smell of unburned gasoline, but when I look for a leak I find none. The carburettor seems to be tight and the piping shows no leakage. Where does this smell come from and does it indicate much loss of fuel?

Answer: A little gasoline sometimes escapes through the air-vent of the vacuum tank, if this is set rather low and the rear tank is nearly full. When the car is descending a steep hill, the level of the gasoline in the main tank may be higher than the top of the vacuum tank and, if the air vent is not through a tube which extends somewhat above the tank top, gasoline will run out through it, as the tank will fill, by gravity and independent of manifold suction. Slipping one end of a rubber tube over the air-vent and locating its other end as high as possible within the hood space, should prevent fuel escape. Sometimes, if there is no air vent in the main tank and gas pressure develops above the liquid, gasoline will be forced into the vacuum tank until the latter overflows. If the main tank is properly vented and the vacuum tank air vent suitably arranged, loss of fuel from overflow is very slight.

"Scrutator" is prepared to answer questions on motoring matters.

# Firestone

Another set of Firestones Sold Means Another Satisfied Motorist.

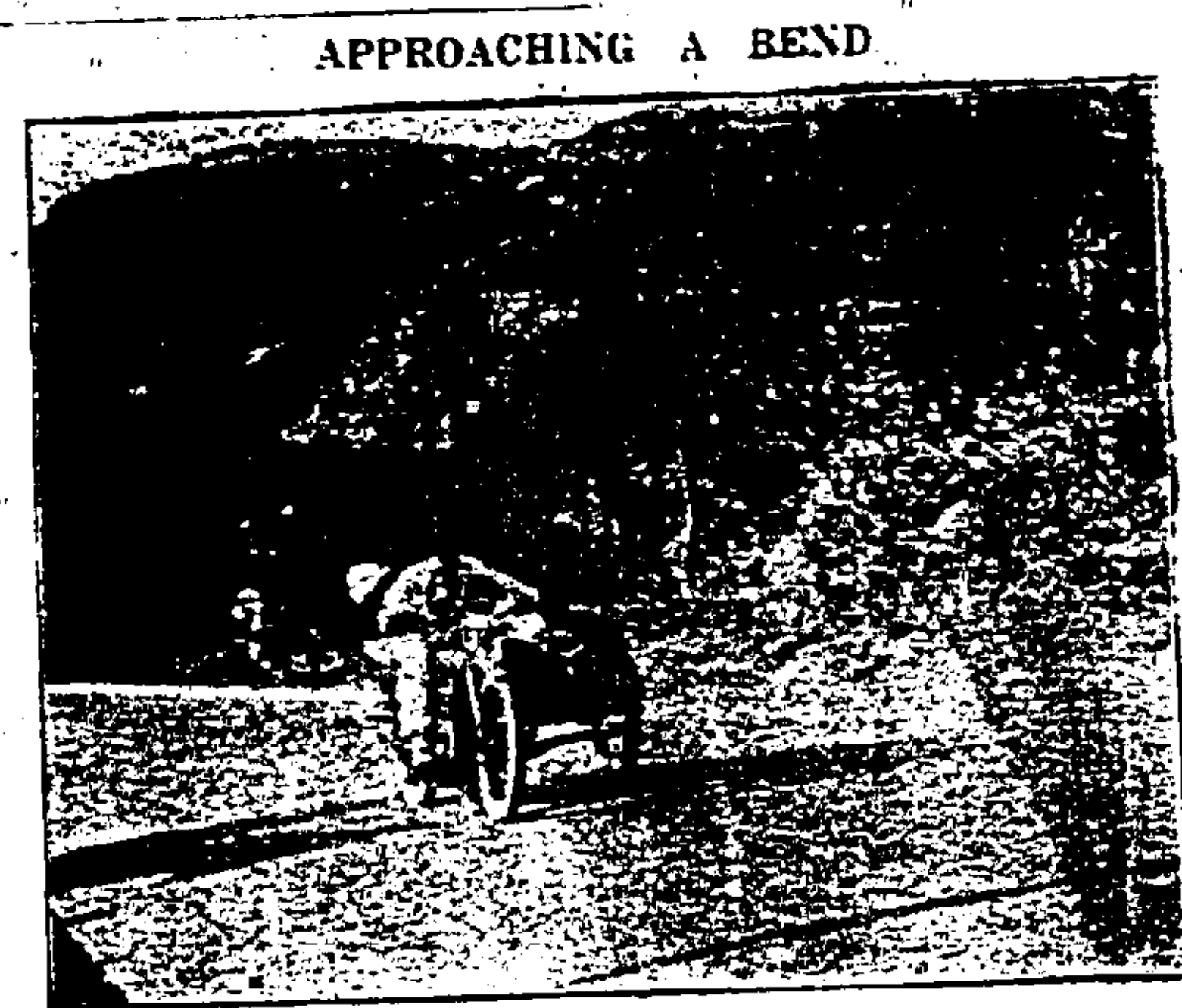


Most Miles Per Dollar

DISTRIBUTORS: The DRAGON MOTOR CAR Co., Ltd.

## NOTICE TO ADVERTISERS.

Firms desiring to avail themselves of the publicity facilities presented through this supplement, are requested to send copy not later than the Wednesday preceding publication.



APPROACHING A BEND

Mr. V. Walker, who took the second prize for fastest time in the Combination Class, on his Harley Davidson.

## HOW ACCIDENTS HAPPEN.

Some Precautions for Car Drivers.

Large numbers of "motor" accidents are not really caused by motor vehicles—they are only the instruments. But there are, none the less, far too many real motor accidents.

I have been analysing the details of several recently reported, says Capt. E. de Normanville in the *Daily Chronicle*. And from studying the more common causes we should be able to appreciate the circumstances which need particular care.

First and foremost comes the ever-present danger of the cross-road. No words can too strongly emphasise the need for taking real care at all cross-roads.

And the driver of the car which is coming from the less important of the two roads should be prepared to shoulder almost the full measure of caution. Eventually this obvious piece of common sense will be made law. In the meantime, do it voluntarily. You will never find a really expert driver who does not.

A FATAL DRIVING ERROR. You can probably guess the next most fruitful source of motor accident—a car overtaking another vehicle on a bend or corner, and suddenly encountering something coming the other way.

If you stop to think it out, such driving is only fit for an inmate of an asylum—and he's not supposed to be driving a car! How on earth any driver can start to pass another vehicle without being able to see enough clear road ahead passes understanding.

Yet it is the second most fruitful source of accident. Remember that such driving exhibits a total absence of driving skill, and if indulged in, is bound to cause an accident sooner or later. Never in any circumstances what-so-ever pass another vehicle until you can actually see sufficient clear road ahead to complete the manoeuvre.

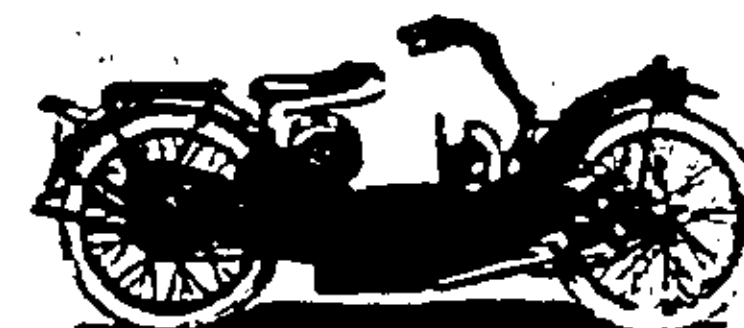
And remember this. You must always allow a good margin extra, because if another car comes in the opposite way it quickly reduces the previous clear road to an obstructed road.

## USE BOTH BRAKES.

Other causes of motor accidents are in much smaller percentages. I will deal with some of the chief. One is astonished to find brake failures responsible for several recent accidents.

Remember that a good driver never relies on one brake only. And a good driver always uses both brakes every time he is out so as to know (not think) that both are in sound working order. It is a million to one that both brakes will not fail at precisely the same time. If, therefore, you make a habit of using both for normal needs, and see that both are kept in good working order, you will not be involved in a brake failure accident.

# NERACAR



"SAFETY FIRST."

For safety, Reliability, Strength, Cleanliness and Economy the "NERACAR" stands unrivalled.

The "NERACAR" was not built for excessive speed. On plain level roads it will give a speed of 35 miles, whilst on hills—such as the Chin Wan Hill—it will give a speed of 25 miles per hour, as proved in the recent trials. Considering that most people rarely go motoring at more than 30 miles on level roads or 20 miles up hills, the "NERACAR" has a reserve speed which is quite ample.

The "NERACAR" was specially designed and built to meet the needs of people who, in their daily avocations and pleasures, find that what is really required is a reliable, fair priced, light two-wheeled motor car that will carry them about safely, economically, at a fair speed and without the risk of having their clothing soiled by dirt, grease and oil. The "NERACAR" answers all these requirements and its gasoline consumption is one gallon to 100 miles!

Write or call for demonstrations

**De Sousa & Company, Limited.**

Sole Agents for South China.

2nd. Floor, St. George's Building, Telephone C. No. 1224.

## 1924 HARLEY-DAVIDSON

ALEMITE LUBRICATING SYSTEM FULL-FLOATING SIDECAR SPRINGS

MOTOR CUTS VIBRATION IN HALF OLIVE GREEN COLOUR SCHEME

FIRST IN ACCELERATION AND FUEL CONSUMPTION TESTS FOR COMBINATIONS HELD IN RECENT TRIALS.

**SHEWAN TOMES & CO.**

TELEPHONE 781.



## WHY DON'T YOU OWN A CAR?

Why walk or pay car hire when you can have a car of your own on easy payments?

The following cars are in excellent condition—

OLDSMOBILES	5 Seaters, at \$1,800.00
STUDEBAKERS	5 Seaters, at \$1,500.00
ESSEXES	5 Seaters, at \$1,500.00
ESSEX SEDAN	5 Seaters, at \$3,000.00

Write for full particulars to—

P.O. Box 635 or Tel. K.765 (After 7 p.m.)  
DEMONSTRATION TRIPS ON REQUEST.

## FAR EASIER SHIFTING.

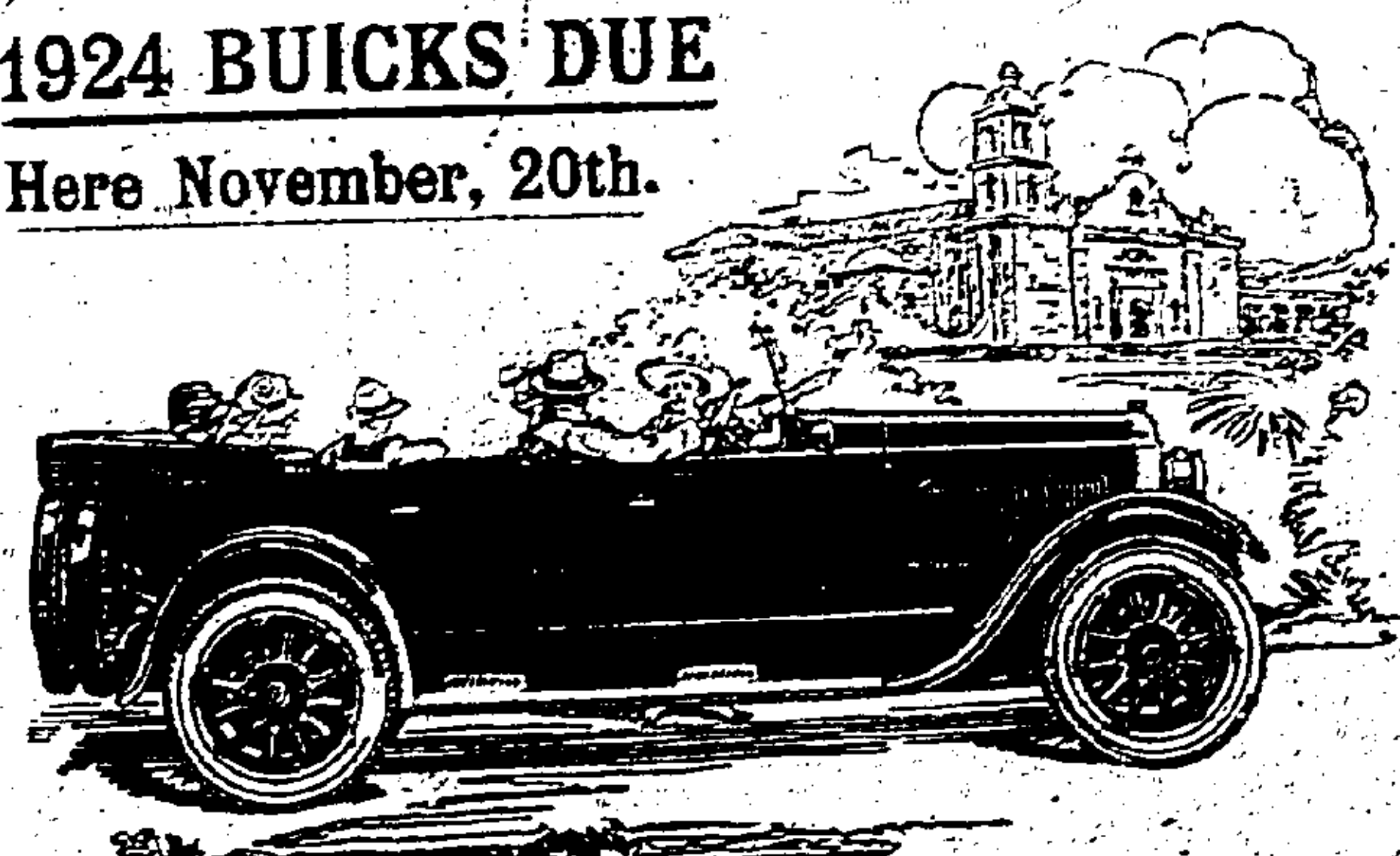
To facilitate gear shifting squirt a little oil on the clutch thrust bearing.

## THE BELGIAN GRAND PRIX.

The Belgian Grand Prix this year was won by Mr. Fred W. Dixon on riding an Indian motor cycle and fitted with a Lodge Model BR4 racing plug. Mr. Dixon won with 30 mins. to spare while his fastest lap was 65.5 m.p.h. and his average speed for the complete course of 263.11 miles (20 laps) was 60.8 m.p.h. It is interesting to note that there are 90 V.V. or L. curves in the Belgian Grand Prix course, so that Mr. Dixon must have put up some terrific speeds on the straight to achieve such a wonderful performance.

## 1924 BUICKS DUE

Here November, 20th.



WE HAVE JUST RECEIVED A CABLE ADVISING US THAT THE U.S. "PRESIDENT MCKINLEY" IS BRINGING A SHIPMENT OF SEVEN SEATER 1924 LATEST MODEL

**BUICKS**

DON'T DECIDE ON A CAR UNTIL YOU HAVE SEEN THESE

**The Hongkong & Kowloon Taxi-Cab Co., Ltd.**

32 & 34, Des Voeux Road, Central



## INTERPORT ROWING



Photo: Ming Yuen.

Some of Hongkong's aspirants for Interport rowing honours. Left to right: Standing—A. W. Groves, C. Bishop, W. Andrews, A. W. Robson, D. C. Logan, B. Rasmussen, C. Earnshaw, J. B. de H. Moore, H. Dwyer, O. S. J. Sheppard, S. Berg. Sitting—E. C. Jordan, Dr. Minnett, Ah Mow.



Photo: Ming Yuen.

The Hongkong "eight" at work.

## JAPANESE CAPTIVES.

### INTERNATIONAL LAW DEFIED.

Peking, Oct. 11.

The Japanese captives from the Yiyang Maru have been taken from Nanchang to Kichang. The Japanese Consuls at Ichang and Chungking met the Kweichow-ite Tang Shih-mou at Laochang on the 6th and attempted to obtain the captives' release. Tang Shih-mou remained adamant and insisted on a million dollars ransom. He declared he had no intention of obeying International Law or Treaty obligation, and also stated that if the Yiyang Maru were taken down the river his troops would fire at all ships flying the Japanese flag passing his lines. Chiang Hua-pen has been sent from the Waihsiaopu to negotiate for the release of the captives and arrived at Ichang on 7th inst.—Reuter.

## SHOOTING AFFRAY.

### DUE TO FAMILY QUARREL.

At Kau U Fong, situated behind the old Fire Station, there occurred last night a shooting affray in which a man named, Lo Cheuk-wan, residing at No. 43 Wyndham Street, was seriously injured in the neck and was later removed in a critical condition to the Government Civil Hospital.

This man was accompanied by another, who appears to have been ignored by the assailant, as the shot directed at close quarters was aimed solely at the former. The victim collapsed and fell down some stone steps. Examination revealed that the bullet had passed through one side of his neck and emerged from the side of the jaw.

Two hours later, at 11.30, detectives who were searching a house in China Road for another purpose came upon the alleged assailant in company with another. These two were arrested and are being held in custody on a charge of complicity in the affray. The revolver has not been found.

Enquiries made by the police revealed that the shooting was due to a family quarrel of long-standing. Interesting developments are expected when the case comes up before the Magistrate. Meanwhile a woman, stated to be the wife of the injured man, is being detained for further enquiries which the police are pursuing into this case.

## CHANGSHA ENQUIRY FINDING.

### DUE TO UNEXPECTED CURRENT.

The Court of Enquiry, which sat at the Marine Court, yesterday, in connection with the stranding of the s.s. Changsha, delivered their finding this morning.

With regard to the question as to whether the master, (Capt. C. F. Gambrell) was justified or not in going through the Sebutu passage during hours of darkness on Aug. 19th, and without having first seen Sebutu light and verifying his position, the Court were of opinion that as the straits were 18 miles wide, and that it was a common practice for mail steamers and others to pass through the Sebutu Straits during hours of darkness and without sighting the Sebutu Light also taking into consideration that the Changsha had had good reliable sights on the 18th, that the master was not in any way guilty of careless navigation.

The Court further found that the stranding of the s.s. Changsha was due to an unexpected current, which set the ship N 65° E 17 miles in 15½ hours and stranded her on the Tj Reef. The Court considered that after the ship struck, everything possible was done by the master and officers of the ship to save the ship and her passengers' mails and stores, and they exonerated the master from all blame.

## GLASS FUNGI.

### How Church Windows Are Ruined.

More than 20 varieties of lichens attack and injure valuable stained glass windows of churches.

Attention was recently called to changes in the windows at York Minister, the value of which is put at a fabulous sum, but it has been found that stained glass has many kinds of enemies.

Dr. Ethel Mellor, in a communication to "Nature," says that stained and unstained glass is subject to the action of minute plants, but certain colours show more susceptibility than others. Purple, green, blue, red, amber and particularly amethyst glasses corrode deeply. Grey tones are less affected, and golden yellow is more or less immune.

Some lichens are so small as to be invisible to the naked eye, and Dr. Mellor says their growth can only be prevented by frequent brushing and washing, or the application of a liquid mastic.

## UNION CHURCH

### MINISTER FOR KOWLOON.

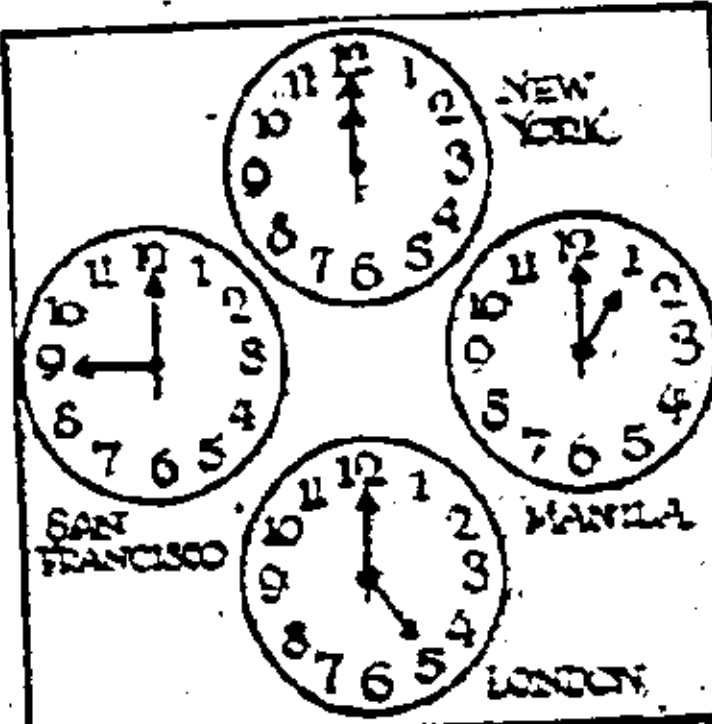
Under the heading of "The Kowloon Project," the Union Church Review says:

It is gratifying to report that our quest for a minister with a view to this work has met with more speedy success than we had ventured to hope for. Early in November we expect to welcome the Rev. J. Horace Johnston, B.A., who comes to us with the unanimous recommendation of a trusted Committee in the Home-land, including two of our own members who were in England at the time.

Mr. Johnston is a licentiate of the Presbyterian Church of England, and is familiar with the Far East to some extent, having held temporary charge both in Singapore and Kuala Lumpur. He passed through Hongkong in the summer of 1918, on which occasion he preached at Union Church and made some acquaintances amongst us. We are fortunate in having found a man of proved capacity who has also some knowledge beforehand of the conditions of the work, and it is unnecessary to bespeak for him a hearty welcome.

As to when and under what circumstances it will be possible to make an actual start in Sunday services in Kowloon it is not possible to be quite definite at the time of writing, but we trust the right course will soon be made clear.

## A PUZZLE A DAY.



The four clocks show the different times at New York, San Francisco, Manila and London. Add up the total of hours to which the clocks are pointing: 12, 9, 1 and 5 equal 27. At one o'clock New York time the clocks will register 1, 10, 2, 6, a total of 19. What is the highest total of hours that can be registered by the clocks, each one maintaining its proper time; and how will the different clocks point? Yesterday's answer: The numbers are as follows: A. 50; B. 70. If A (50) is multiplied by 2 (making 100), and B (70) is added to it, the total will be 170. If B (70) is multiplied by 2 (making 140), and A (50) added to it, the total will be 190. Thus the conditions of the problem are fulfilled.

## AUTUMN DUSK.

A sickle moon hung in a blue green sky.  
A twisted tree etching the sunset's gold.  
A twilight wind, rustling the dead leaves by.  
And sudden night, star-decked and purple-stoled.



WE shall be pleased to submit designs for any special work.

ARCHITECTS' DESIGNS CARRIED OUT IN DETAIL

FITTINGS FOR EVERY PURPOSE IN STOCK

ELECTRICAL DEPT.: THE HONGKONG HOTEL COMPANY LIMITED.

MONDAY, October 29th.

Jascha Heifetz

Booking at Moutrie's.

## DAIRY FARM NEWS

We are pleased to announce the arrival of a shipment of Frozen Meats, etc., by the S.S. "Talyuan,"

Including:

**New Zealand Lamb**  
and  
**Australian Rabbits.**

The Dairy Farm Ice & Cold Storage Co., Ltd.



WE SPECIALISE IN EVERY FORM OF WHOLESOME ICE-CREAM.

THE LATEST MACHINERY IS EMPLOYED TO ENSURE PERFECTION AND PURITY

ON LOK YUEN

Opposite Dragon Garage.

## SOCIETY OF ST. VINCENT DE PAUL

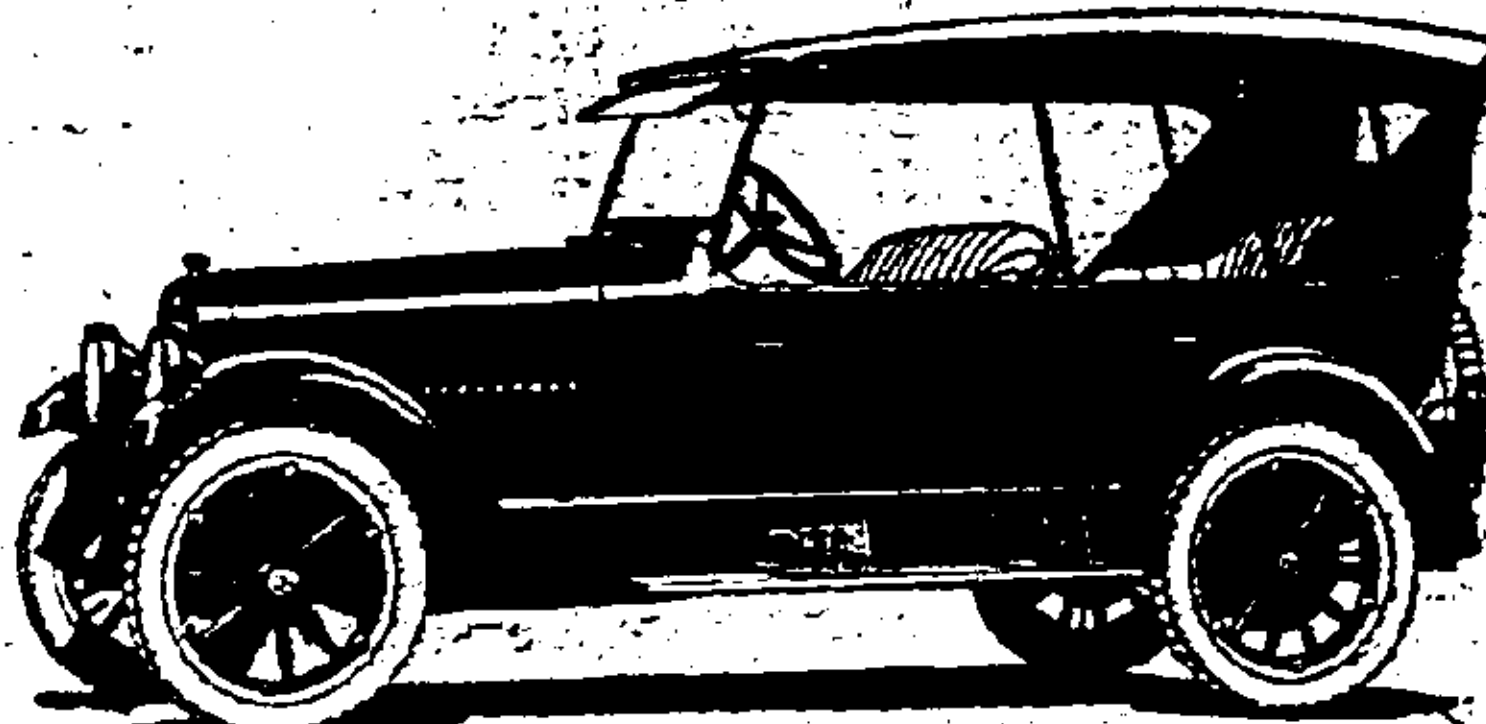
(Founded in Hongkong 1863)

60th ANNIVERSARY GRAND CHARITY DRAW  
In aid of the funds of the Society for the support of the Poor of Hongkong.

50 VALUABLE PRIZES,

including:

1923 MODEL 5-SEATER STUDEBAKER CAR \$2,700.



"Caliban" Piano-Player (\$950); "Nipper" (\$475); "York" Brunswick Phonograph (\$400); "Singer" Electric Sewing Machine (\$250); "Geophone" Radio Set (\$225); and 44 other prizes.

Tickets are now on sale at various clubs, etc. They may also be obtained at the Hongkong Hotel Garage.

Prizes to be drawn for on night of the "Al Fresco" Fete, 2nd December, 1923.  
F. H. BARNES, President.  
SIMON TSE YAN, Vice-President.  
J. P. SHERRY, Treasurer.



You can have the pick

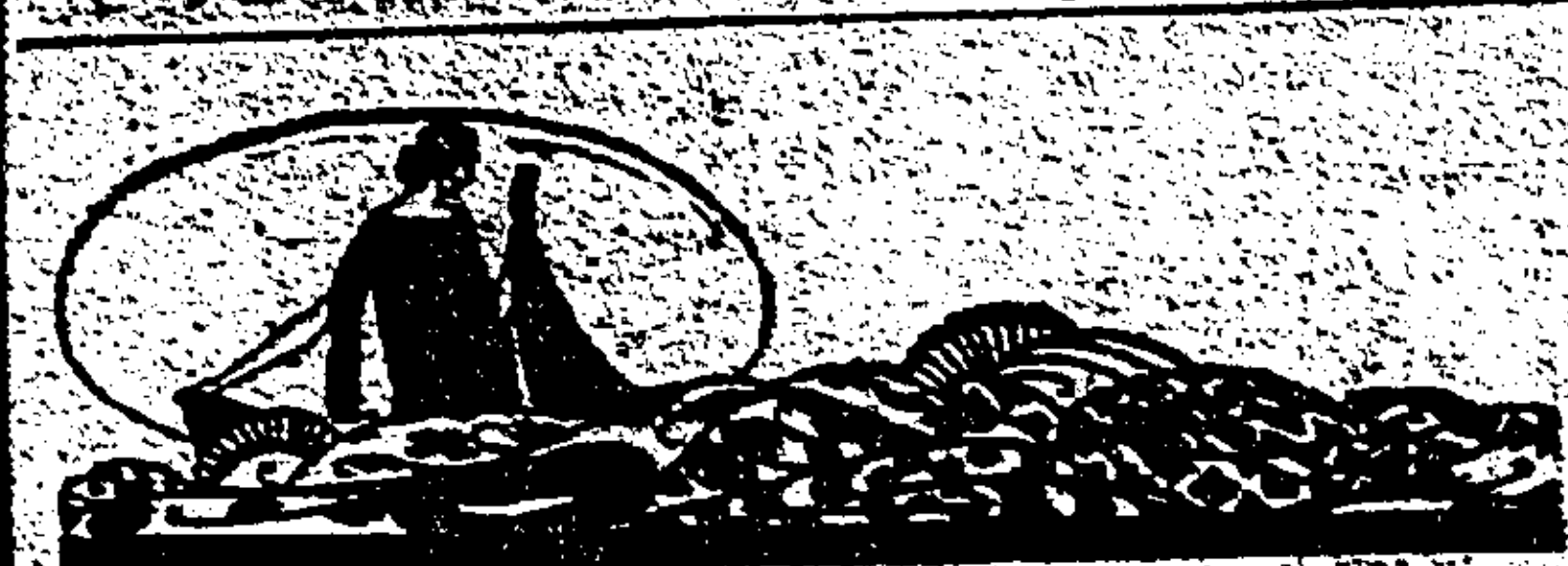
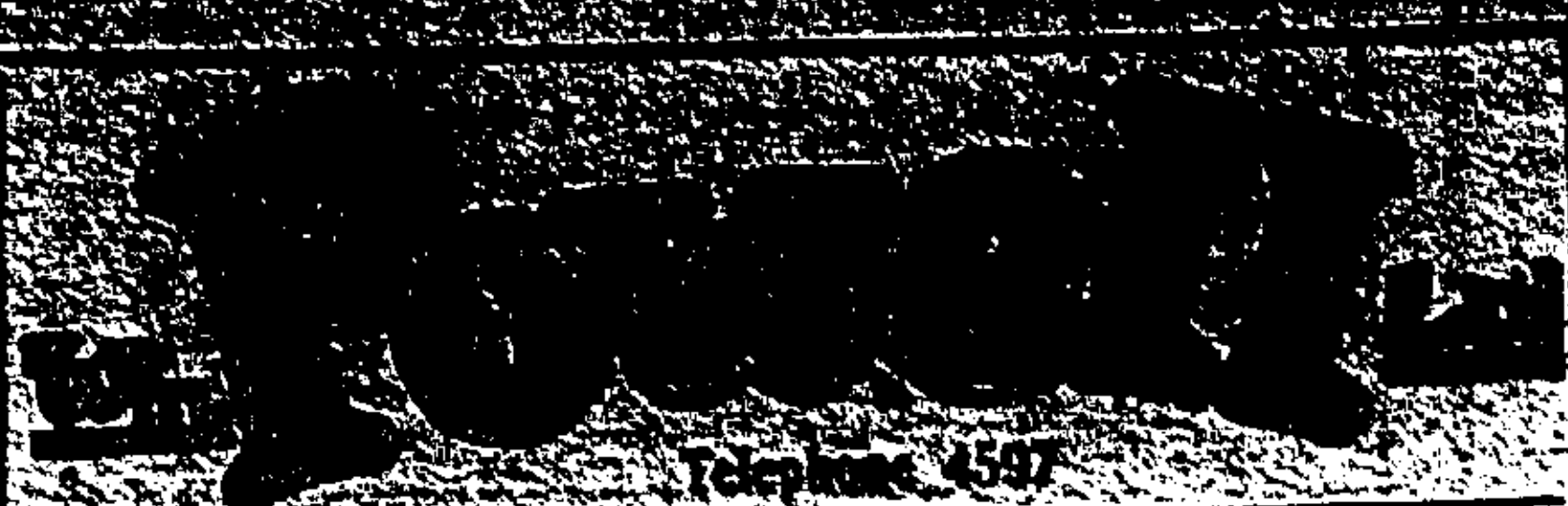
of our wide selection of choice cigars, cigarettes, tobaccos, etc., at

The Hongkong Cigar Store, Ltd.

Alexandra Building.

MAN GOES BETTER THAN HORSE.  
George Cummings, the professional walking champion of the world, finished his London-York walk easily, beating the time of Mr. Tyrwhitt Drake's Arab horse, The Shiek, by 1 hour 20 minutes. The Shiek took 104 hours to cover the distance—approximately 200 miles—and 39 hrs 5 min. actual riding time. By his victory Cummings wins a wager of £250.

OXYGEN OF THE SEA.  
Late investigations indicate that the life of the sea may return more oxygen to the air than that of the land. Sea-water is found to contain sometimes as much as 77.5 per cent. of free oxygen more than can be retained, and, as its source is the plankton, or sea vegetation, extending over vast ocean areas, the aggregate amount given off must be immense.



One of the most popular materials during the coming season will be

**CHIFFON VELVET**

as many people call it. PANNE VELVET,

There is nothing to equal chiffon velvet for richness of tone, while its quality of hanging softly and gracefully makes it an ideal material for TEA FROCKS—EVENING GOWNS—CLOAKS, etc.

**SILK DUVETYN** — is another

fabric very much in vogue this year for theatre wraps, etc.—very light and soft—

We have some very charming shades in these two materials.

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Tel. Central 692.

Ladies' & Gent's Tailor

ANOTHER CONSIGNMENT OF

Suitings & Overcoatings,

JUST ARRIVED, SUITABLE FOR

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Perfection in Style & Fit Guaranteed.

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Rouyer, Guillet & Co.

John Ershaw No. 1 & Very Fine Old Liqueur

F. O. V. Liqueur.

B. B. Pale Old Liqueur.

CALDBECK, MACGREGOR & CO., LTD.

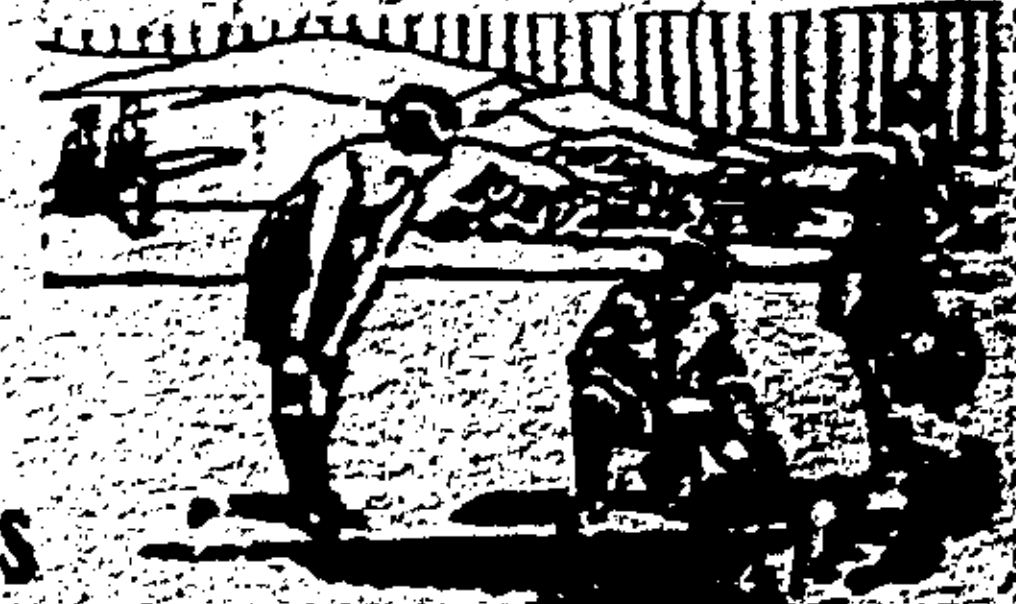
15, Queen's Road Central. (Telephone Central No. 75.)

## DELIGHTFUL

PICNICS

and

BATHING PARTIES



Again the time has arrived when the lure of bathing and picnicking cannot be resisted, and quite naturally you are anxious that your party will be pleasurable to your guests. Dainty tiffins and teas are arranged at short notice, for any number of persons by

**CAFE WISEMAN**

LANE CRAWFORD LIMITED





We have a fine selection of

**SOCKS**

for particular men

No man who understands the art of dressing well—an art that is well worth study—permits himself to neglect the subject of Socks.

Socks are one of the things that matter and we recognise this by keeping a good stock.

**MACKINTOSH**  
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Men's Wear Specialists  
Alexandra Buildings, Des Vœux Road.

**SOCKS**  
in Plain Colours,  
with mending,  
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a large variety of  
fancy patterns

**Attractive New  
Autumn Frocks**

EVENING DRESSES  
AFTERNOON DRESSES  
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LONG COATS  
HATS AND COSTUMES

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you just how simple, quick and delightful it is to use LUX—to that your soft summer garments, house dresses, slippers, can be washed again and again and look always as smart as when new. For the busy mother of a family—for the school teacher, the business girl, or any "girl" for that matter, the fine, creamy, abundant, instant

**LUX**

is a wonder wash in coating soiled garments, the daintier the better, back to their first freshness and color.

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**WARDROBE and CABIN  
TRUNKS**

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# CAMERA NEWS.



Group taken at the wedding of Mr. J. C. G. Fergusson and Miss E. Soutter



The Rev. H. S. Bailey and his bride (Miss E. M. T. Rider).



Wedding of Mr. B. N. Collison and Miss Jessie McNeill.



High dive at Kowloon Dock R. C. swimming gala.



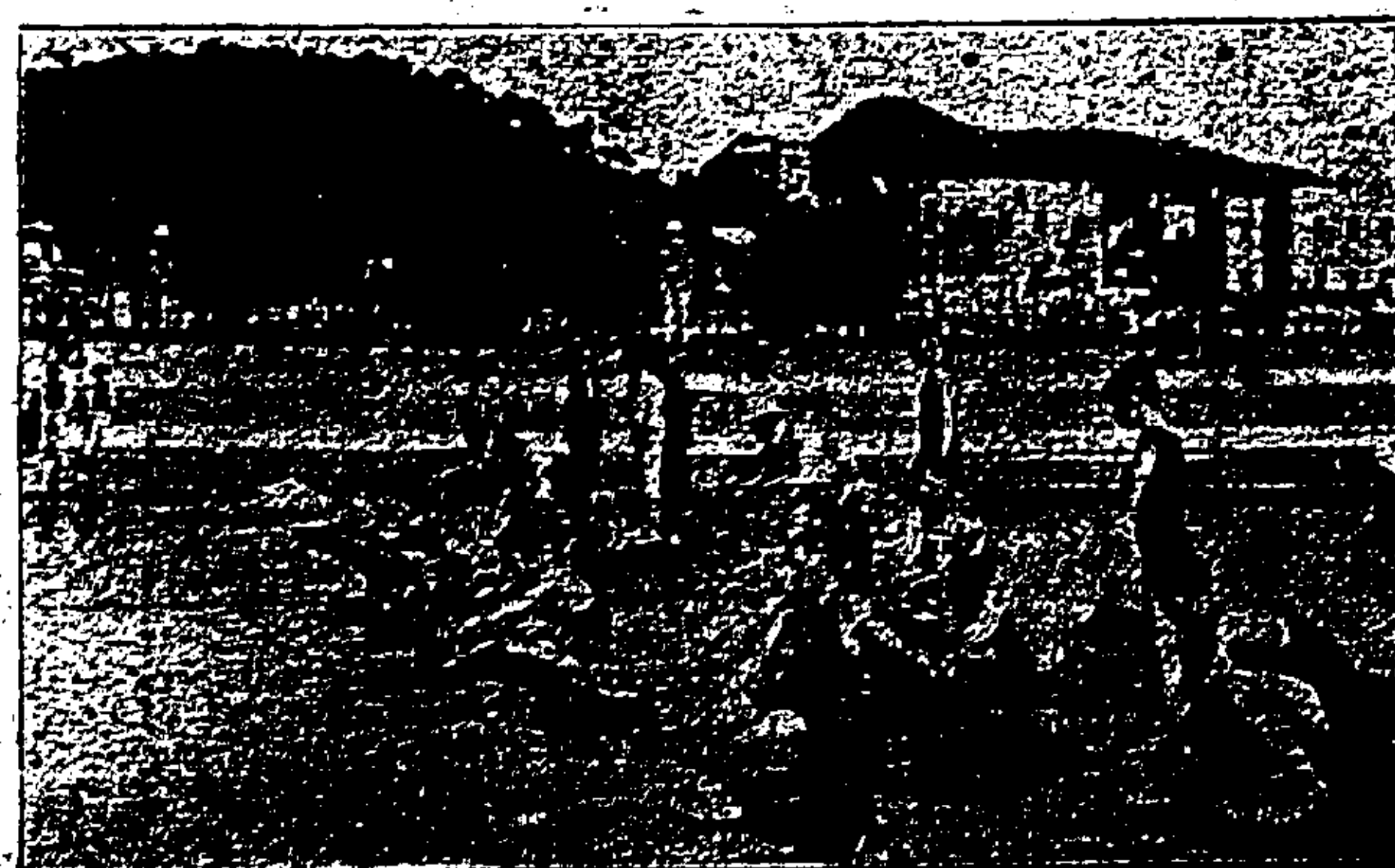
Mr. C. E. Stewart winning greasy pole event for seniors at Aberdeen.



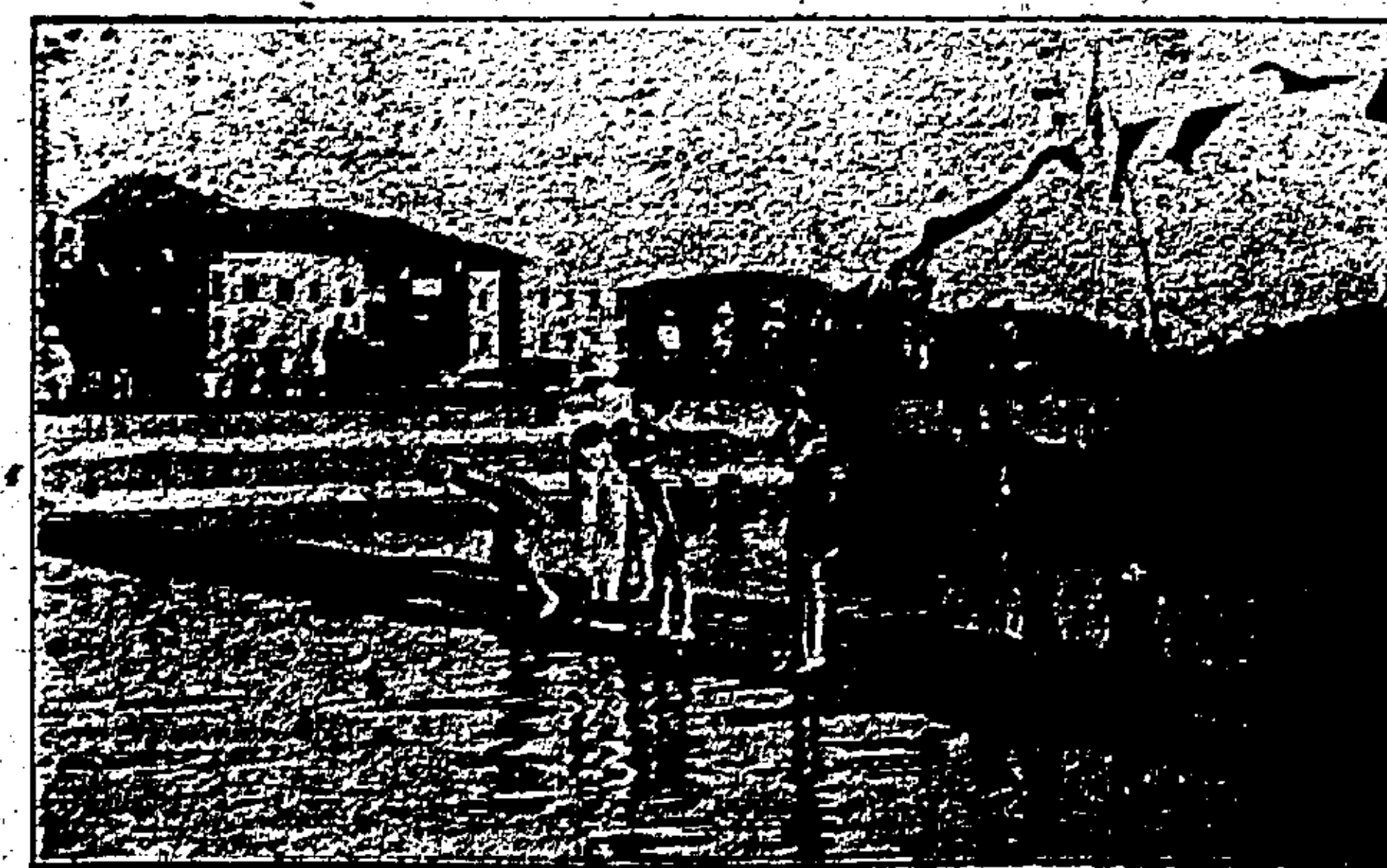
A close tussle in the Water Derby at Aberdeen.



Cockfighting at Aberdeen swimming gala.



Ready to get away in the Water Derby.



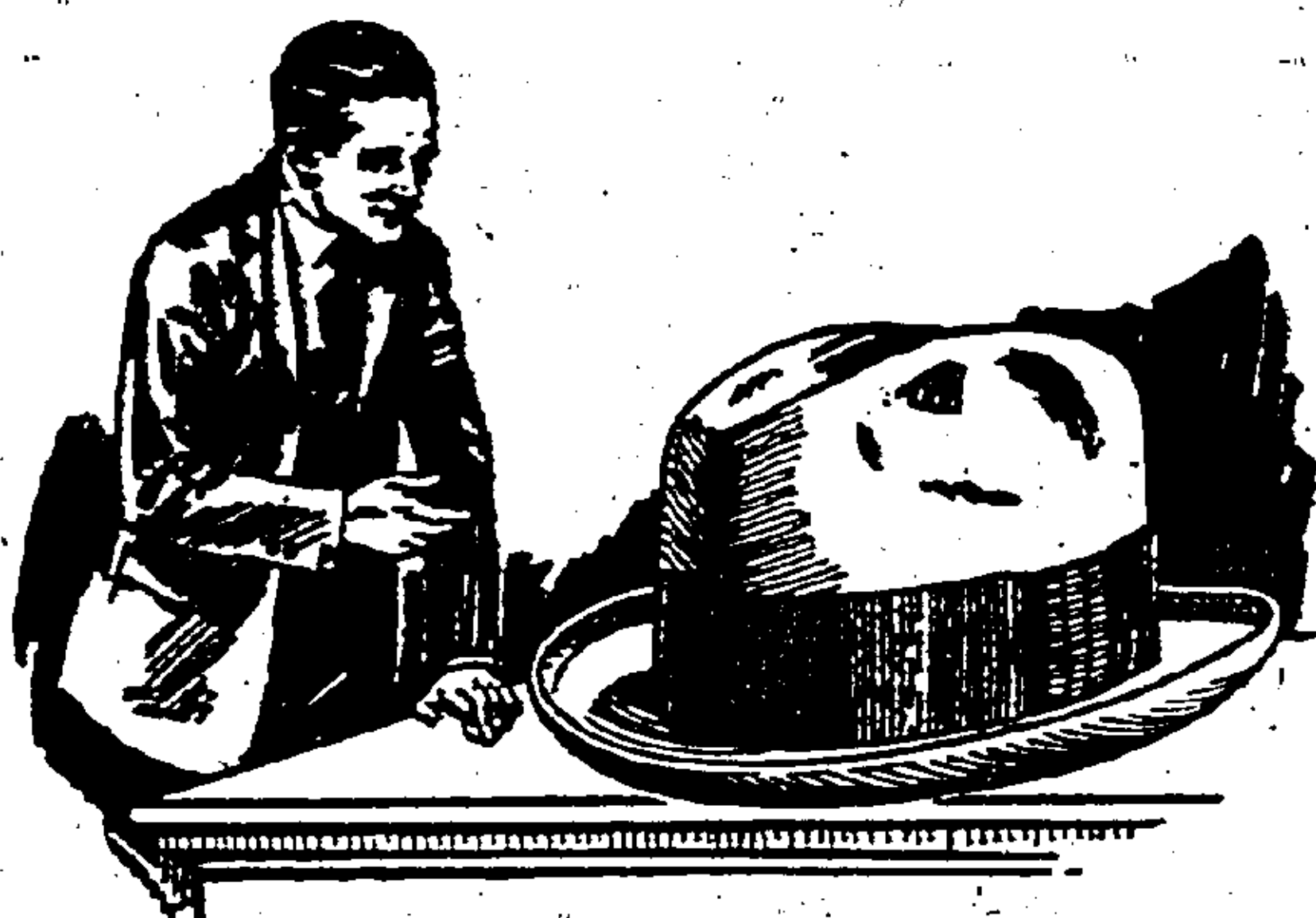
Start of ladies' swimming race at Aberdeen.

(Photos of the Swimming Gala by Mei Cheung; the remainder by Ming Yuen.)





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IN MEN'S CORRECT HEADWEAR.  
OUR DISTINCTIVE STYLES ARE SURE TO GIVE  
ENTIRE SATISFACTION. COME AND "LOOK  
OVER" OUR FINE RANGE WHICH INCLUDE

**STETSON'S,  
BATTERSBY'S,  
JOSEPH. E. WARD'S,  
& HARDEMAN'S,**

**EXTRA QUALITY HAT'S.**

PRICES FROM \$6.50. to \$45.00.

**The SINCERE Co., Ltd.**

### RADIO NOTES AND NEWS

#### Static Disturbance from a Factory

Wireless enthusiasts of the Worthington and Whitehaven districts of Cumberland have recently suffered from the violent static disturbances caused by the electrostatic process of cleaning blast furnace gas.

The continual grating which is received on any wireless set is absolutely unbearable, and when a large wireless set is used, say, four to six valves, and the loud speaker is in operation, the continuous grating which is produced by the electrostatic process absolutely takes all the pleasure away from the reception of any kind of speech or music.

This is the reason why the district is sometimes termed the "Dud" district by the wireless manufacturers.

Selling wireless apparatus in the district is an absolute impossibility until something is done to eliminate the disturbance before mentioned.

Some of the wireless manufacturers' engineers have been in the district, and have tested the wave-length of the disturbance, and it comes out at somewhere near 450 or 470 metres.

Writing on this matter, a correspondent says:—You will quite understand how this interferes with wireless instruments installed in this district which have been dismantled and sent back to the manufacturers as unsuitable, whereas there was nothing wrong at all with the wireless instruments; it was simply caused by the Cottrell process at the local steel works. My suggestion is that the British Broadcasting Company are honour bound to alter their plant in the interests of the wireless enthusiasts who have purchased B.B.C. apparatus. As far as I understand it will simply mean installing a new generator having a different frequency, and a different wave-length from the Cottrell plant which is now in operation. Until this is done there are hundreds of wireless enthusiasts who are having all their enthusiasm killed by the wretched grating and distortion which occurs when they are trying to obtain some interesting and instructive entertainment.

#### RECENT INVENTIONS.

**C.H.F. Muller.**—Valves.—The plate closely surrounds the filament and has surfaces and spaces or perforations for heat radiation. The plate may consist of a cylinder with ribs extending towards the filament, or of parallel discs mounted on a rod and centrally apertured, or of vertical plates or of a perforated cylinder in combination with flat plates.

**British Thomson-Houston Co.**—Amplifiers.—The polarising field of a valve is opposed by the field of an additional winding carrying the output current. This gives greater amplification, due to a steeper characteristic curve.

**F. E. Pernon;** and **L. J. Rich.**—Multiplex A.C. Signalling.—In systems having a number of tuned receivers in parallel with the source of the currents to be received and selective frequency suppressors arranged between the receivers, the receiver for the currents of greatest strength is

positioned nearest the point of introduction of the currents into the system.

**E. Y. Robinson.**—Valve Oscillation Generators.—The output wave form is given a sine or other wave form by modifying the input voltage to compensate for distortion produced by the curvature of the characteristic curve. The input voltage may be from a separate source, or may be obtained by reactive coupling.

**L. G. Preston.**—Valve Amplifiers and Generators.—The valve grid is coupled to a coil in the anode-filament supply circuit so that the directions of the voltages transferred to the grid are in phase-opposition to the plate voltage variations. The coupling may be direct or magnetic. A grid condenser and leak may be used in place of the grid battery, and H.F. grid currents may be choked by a coil inserted between the coupling coil and the grid leak.

**Automatic Telephone Manufacturing Co., Ltd.**—Loud Speakers.—The magnetic system and diaphragm are relatively adjusted by a lever extending outside the casing. The lever may be mounted on the bottom of the casing containing the magnets and their exciting coils, and screwing in or out of the frame supporting the diaphragm. By accurate movement of the lever the magnets can be moved towards or away from the diaphragm. The lever may be adjustable on the bottom of the casing to give the desired range of adjustment.

**H. Saville.**—Inductances.—A honeycomb or like coil is mounted in a groove in a frame so as always to be parallel to a fixed coil, and is moved by a lever having a slot engaging a pin.

Some valves after they have been in use for a time show signs of filament sagging, whilst others may sag to such an extent that the filament actually touches the grid, rendering the valve useless.

When there is a decided sag noticed in the filament, it may often be straightened or, rather, bent a little in the opposite direction by gently tapping the valve. The valve should be about half lit up by the use of a filament resistance, two pieces of wire being connected to the filament legs; the valve should then be held in the hand so that the bend is uppermost and tapped with the fingertips. After a little while you will observe the filament has bent a little, often like a letter S.

Where the filament actually makes contact with the grid, when lit up it can often be bent by the above process, only in the first stages it should only be a bright red when tapping is commenced, otherwise the filament may expand and stick to the grid.

In cases where the filament has actually adhered to the grid so firmly as even to remain so when cold, it may often be made to come away and finally used again in the set, if the above instructions are carried out carefully. The valve should be held downwards and away from the body in case the bulb should burst.

(Continued foot of next column).

### Kinks of The Links

**Question.**—Player gets away a long ball from the tee. His second shot, however, is a poor one, the ball going out of bounds. What is the proper procedure on the part of the player who has driven out of bounds and what is the penalty if any?

**Answer.**—When a player drives his ball out of bounds, he shall play his next stroke as nearly as possible at the spot from which the ball which is out of bounds was played. A penalty of one stroke is added to the score for the hole.

**Question.**—In a four-ball match Smith and Jones are partners. Smith putts, and his ball strikes that of his partner Jones, knocking Jones' ball into the cup. Is the ball counted as having been holed out on the previous stroke?

**Answer.**—The rule states that in a four-ball match a ball displaced on the putting green must be replaced.

**Question.**—Player's ball kicks and rolls into a water hazard on the near side of the hole. What is the proper procedure in such a case? Can the player lift his ball and drop on that side, or must he go back and drop on the far side?

**Answer.**—Player must drop on the far side of the hole.

**Question.**—Player tees his ball. He steps several feet back of where the ball has been teed and takes a practice swing to limber up his wrists. His club comes into contact with the ground in such a manner that it causes the ball to drop from the tee. Is that regarded as a stroke?

**Answer.**—Such an act on the part of the player, striking the ground with a practice swing, the club causing the ball to roll from the tee, is not regarded as a stroke. The player may re-tee the ball without penalty.

### HEALTHIER WOMEN.

#### Effects of Sport.

The remarkable change in the health of young women which has come about since girls took up games and outdoor recreation is referred to by Dr. J. M. N. Campbell, of Guy's Hospital London. Chlorosis, the anaemia of young women, was for a long time prevalent in this and other countries. The interesting fact is adduced that this disease is rapidly disappearing both from Europe and America.

The phenomenon has much more than a medical interest, for it is the opinion of Dr. J. M. Campbell that the greater amount of exercise and the more ready access to fresh air enjoyed by women to-day are largely responsible for the diminution of this malady. What used to be known as "the green sickness" in fact is yielding to rational methods of life. It is pointed out that a similar fall has been observed in Sweden, in France, in Vienna, and in America. In Sweden and Finland, the disease diminished rapidly and suddenly some time between 1892 and 1902, since when it has diminished more slowly. It has now almost disappeared. In America the change for the better took place about 1900-1902. In England it was rather later. That was the time when the first insistent demands for an outdoor life and regular exercise for school girls and even for grown women began to be made.

**THE SYNCHRONOME**  
**System of Electrical Impulse Clocks**

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**NESTLE'S THICK CREAM**

Puts the—  
**FINISHING TOUCH**  
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It makes  
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Three sizes of tins are sold:  
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Tel. Central 226

### THE HUMAN ZOO



#### MAST CONSTRUCTION.

At the meeting of the Tottenham Wireless Society held recently, Mr. A. G. W. Cole lectured on "Mast Construction."

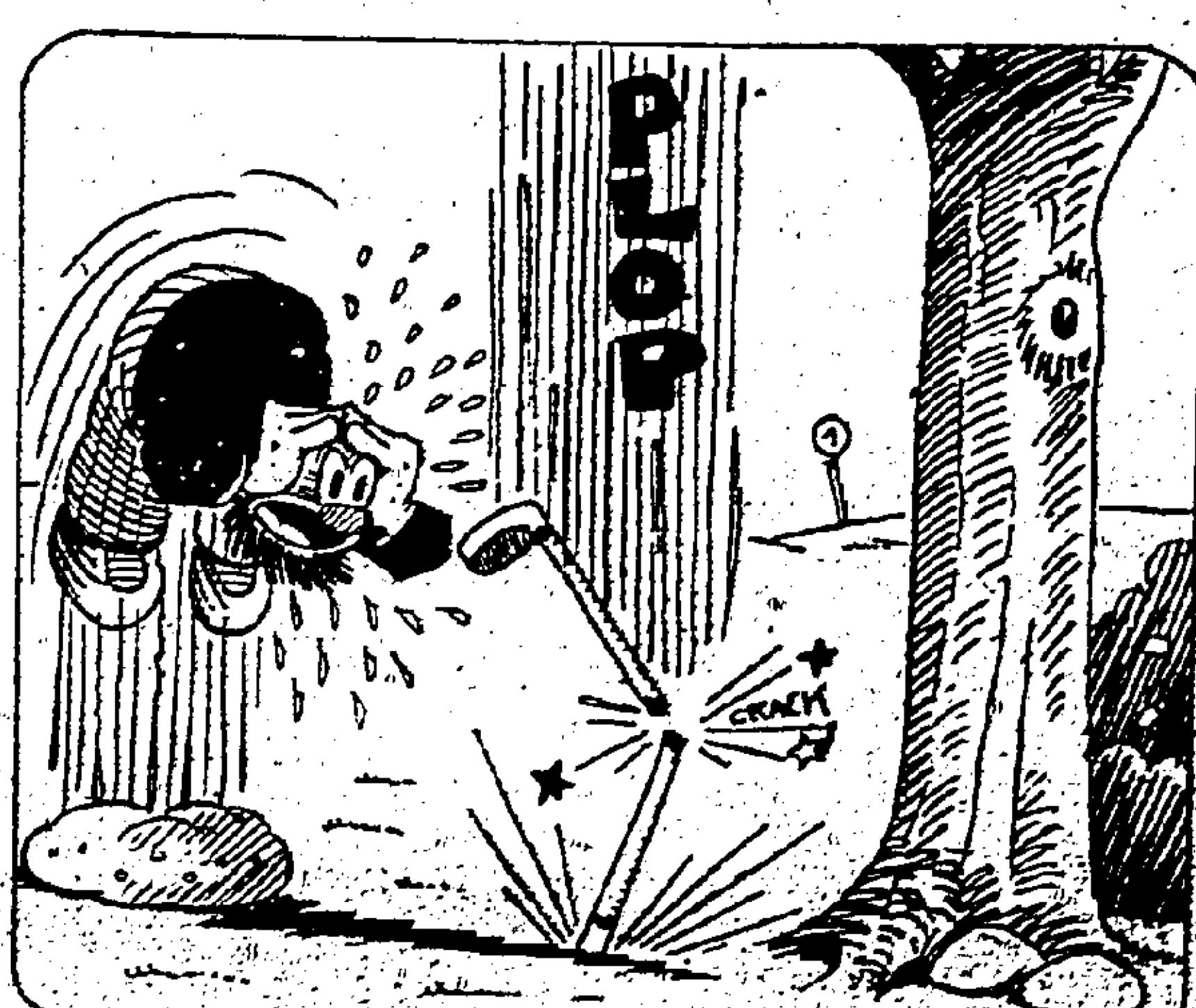
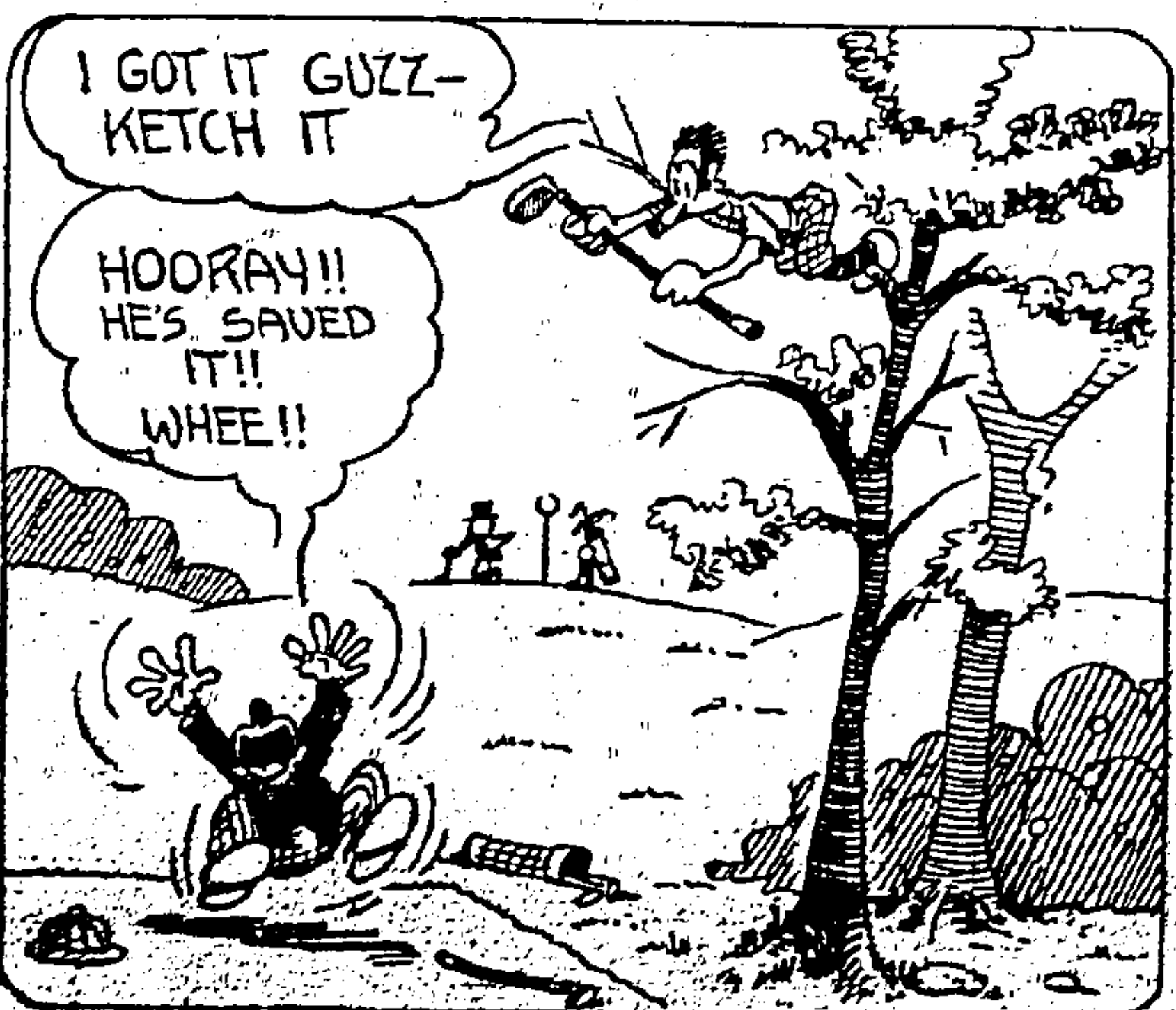
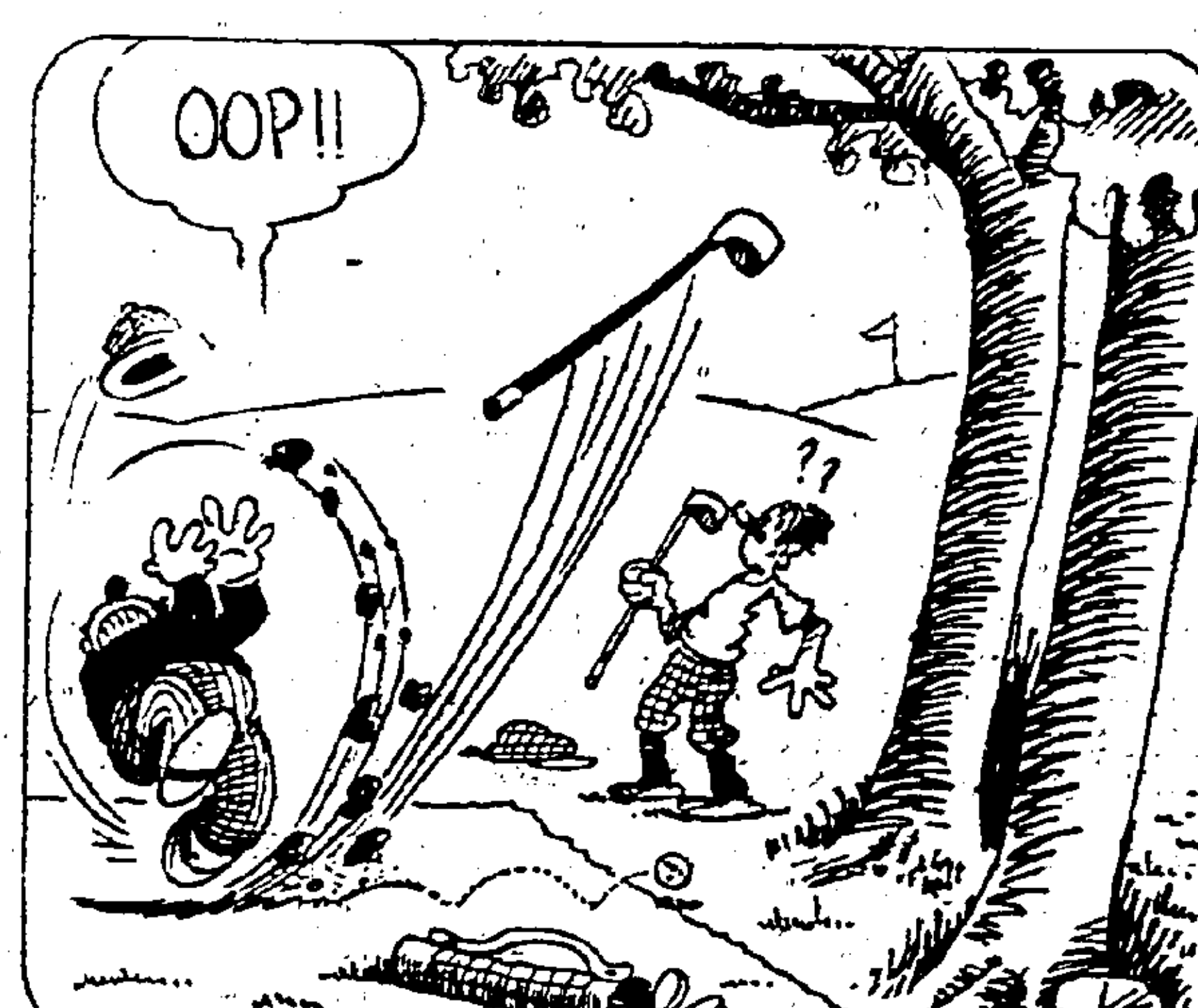
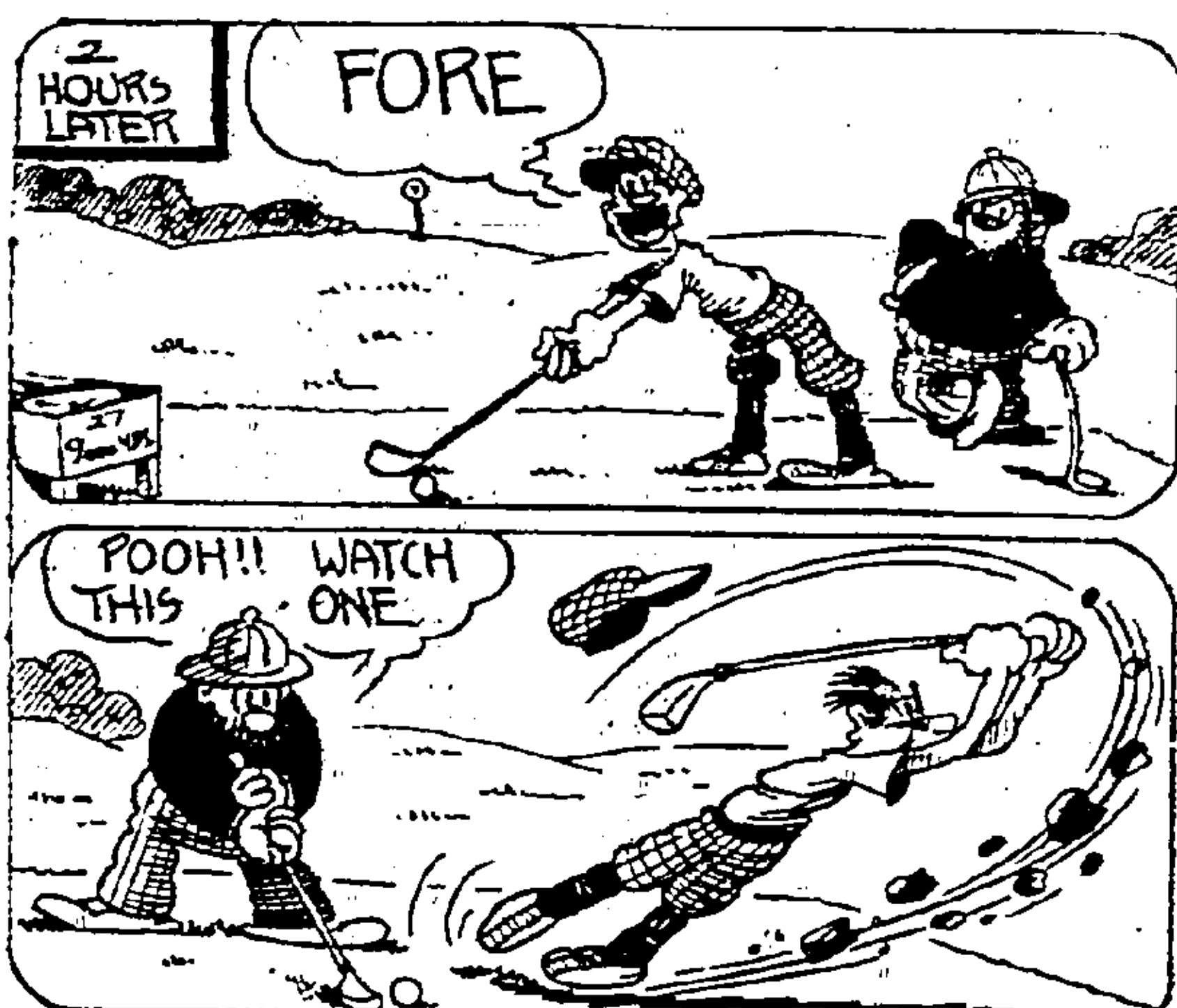
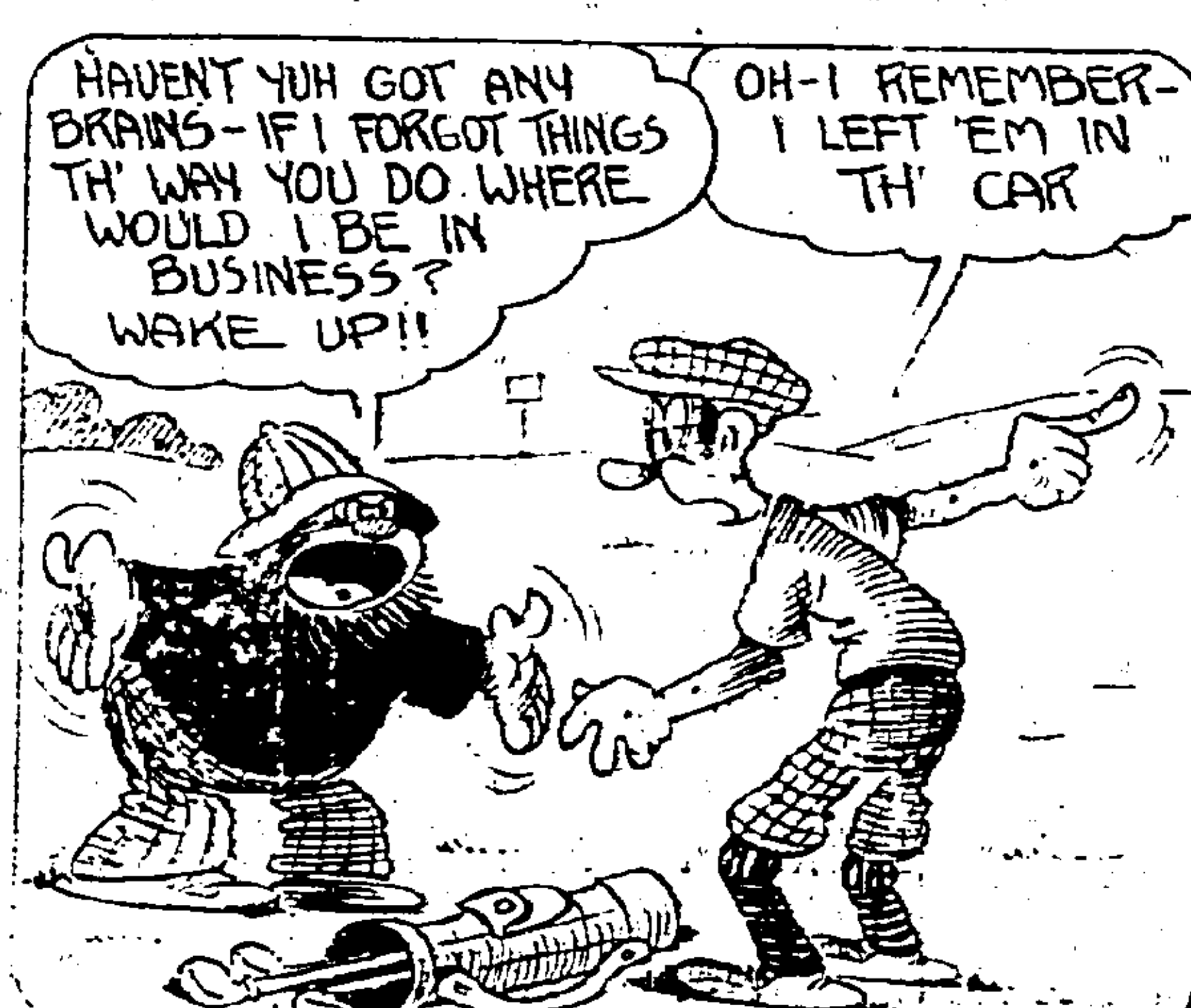
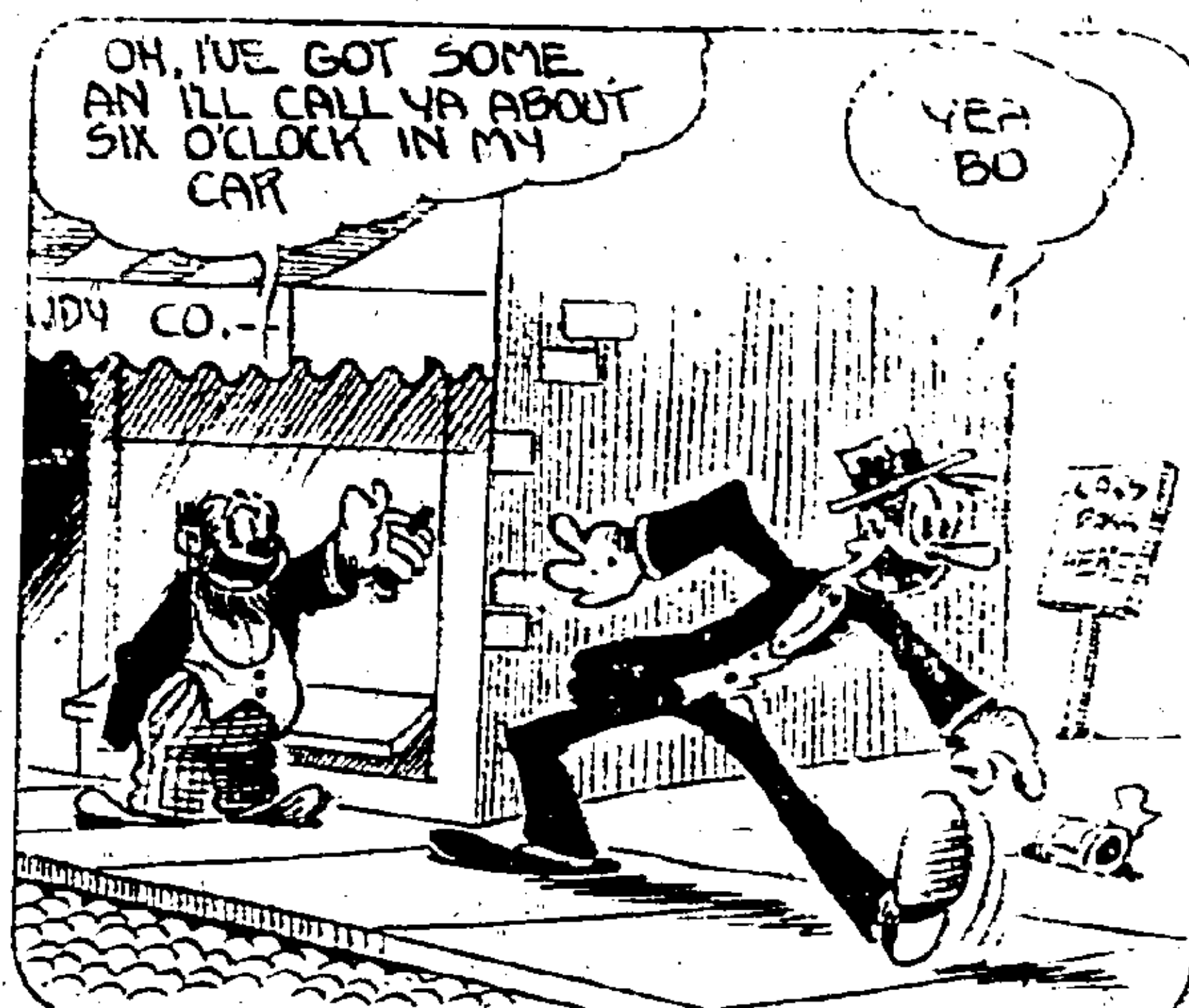
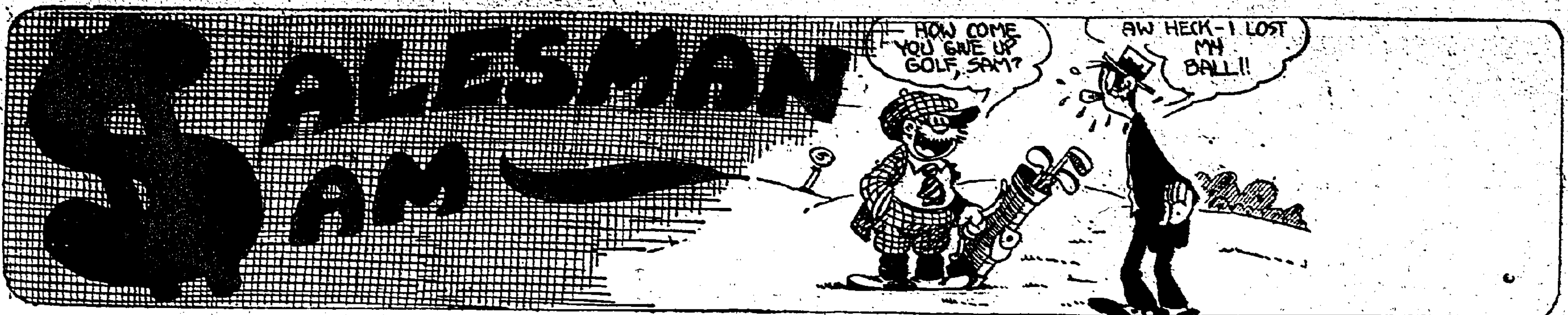
The lecturer explained the many details of a mast he had constructed from a 50 ft. length of 3 in. by 2 in. joined by an 18 in. bolted, tongue joint to a 20 ft. length of 2 in. by 2 in. The whole was "barred" and sunk in a "tubercle" buried in concrete. The mast stays in two sets were of ex-government cable and secured ten feet distant from the mast base.

The total cost was 9s. 6d. and the mast was strong enough to support a man climbing it.

#### A USEFUL TIP.

Glass, if carefully drilled and always well dusted and moisture free, makes quite a good substitute for phonite, and has the additional advantage that all the wiring can be seen, and any loose connection can be found out. And many tests have been made, and the results have been very satisfactory. When the set suddenly goes out, believe yourself an important occasion. Even through a stormy night it can be seen for the signal can never be lost.











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E. of Canada	Nov. 17	Dec. 3	Dec. 20
E. of Russia	Nov. 29	Dec. 17	Dec. 27
E. of Australia	Dec. 21	Jan. 9	Jan. 16
E. of Asia	Jan. 10	Jan. 28	Feb. 15
E. of Russia	Feb. 7	Feb. 25	Mar. 7
E. of Australia	Feb. 22	Mar. 12	Mar. 19
E. of Asia	Mar. 13	Mar. 31	Apr. 11

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg & Hamburg. Allotment of Cabins on Atlantic Steamers held here and through tickets issued. Early reservation necessary.

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REDUCED FARE TO EUROPE  
\$120—\$112—\$110

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.	Leave Hongkong.
TENYO MARU	Oct. 27
KOREA MARU	Nov. 5
SHINYO M. (Calling at Manila & Keelung)	Nov. 16
SIBERIA MARU (Calling at Dairen)	Nov. 28

## HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALOA, CALLAO, MOLLENDU, ARICA & IQUIQUE.	Leave Hongkong.
ANYO M.	Oct. 31
SEIYO M.	Nov. 4

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Osaka, Kobe, Moji, Dairen, H'kong, B'avia, S'rang & Sourabaya.  
PERSIA M. for Batavia, S'rang & S'bay. Oct. 29.

## NEW YORK LINE. (Freight Only.)

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MEIYO MARU (Calling at P. I.) Oct. 19  
For full information regarding passengers, freight and sailings apply to: Y. TSUTSUMI, Manager, King's Building.  
Agents at Canton: Tel. Central Nos. C. 2374 & 2375.  
Messrs. T. E. GRIFFITH.

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To Los Angeles & San Francisco from Hongkong by Direct Route.	Due Hongkong	Leaves Hongkong
U.S.S.B. "West Mursu"	25th Oct.	26th Oct.
U.S.S.B. "West Cactus"	6th Nov.	7th Nov.

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For freight, space and particulars apply to

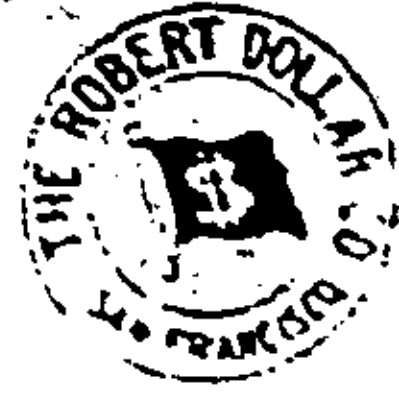
BARBER STEAMSHIP LINE, INC.

ADMIRAL ORIENTAL LINE.

AGENTS

4, Des Voeux Rd. C. H. K. & Bhai Bank Bldg. Ground Floor.  
Telephone Central 2477 & 2478.

## PACIFIC SHIPPING.

DOLLAR  
LINE

## SAILINGS FROM HONGKONG.

For New York, Baltimore & Boston.  
S.S. STANLEY DOLLAR ... 6th November.

For Boston & New York.  
S.S. S. M. DOLLAR ... Early December.

For Los Angeles, San Francisco & Puget Sound.  
S.S. STUART DOLLAR ... End of December.

For San Francisco and San Pedro.  
S.S. STUART DOLLAR ... End of October

For Rates and Particulars Apply to

THE ROBERT DOLLAR CO.

DEACON & Co. No. 14, Des Voeux Road,  
CANTON. Tel. Central 792 & 795.

COMPANIA TRASATLANTICA DE BARCELONA  
(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID,  
BARCELONA & OTHER SPANISH PORTS.

LEGASPI ... 1st Nov. C. LOPEZ Y LOPEZ ... 19th Dec.  
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

LEGASPI ... 14th Oct. C. LOPEZ Y LOPEZ ... 1st Dec.

The steamers of this Company are classed 100 All at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewardess and Doctor carried.

For particulars of freight or passage apply—

BOTEHO BROS.

(Tel. 1331) Alexandra Buildings, Hongkong.

NORDDEUTSCHER  
LLOYD

## FREIGHT &amp; PASSENGER SERVICE

SHIP	DATE	DISPATCH
"Pfalz"	22nd November.	Singapore, Belawan, C'bo, Suez, for Said, Genoa, Ant'p, R'dam and Hamburg.

All dates subject to change without notice.

For Passage Rates and Freight—apply to:

THE ROBERT DOLLAR CO.  
No. 14, Des Voeux Road, Ground Floor.  
Tel. Central 792 & 795.



## ADMIRAL ORIENTAL LINE.

## FREIGHT AND PASSENGER

## THE NEW FAST AMERICAN

## STEAMERS TO

## SEATTLE &amp; VICTORIA

SHANGHAI—KOBE—YOKOHAMA.

"PRESIDENT JACKSON"	Oct. 15th.
"PRESIDENT JEFFERSON"	Oct. 25th.
"PRESIDENT GRANT"	Nov. 5th.
"PRESIDENT MADISON"	Nov. 15th.
"PRESIDENT McKINLEY"	Nov. 30th.

## TO EUROPE

\$120—\$112—\$110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass on the Atlantic. Choice

of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

## TO MANILA

"PRESIDENT JEFFERSON"	Oct. 15th.
"PRESIDENT GRANT"	Oct. 25th.
"PRESIDENT MADISON"	Nov. 5th.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports. Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.

For Passage and Freight Booking apply to

ADMIRAL ORIENTAL LINE.

Hongkong and Shanghai Bank Building, Ground Floor.  
Telephone Central 2477 & 2478 No. 4, Des Voeux Road.

## THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND  
PASSENGER SERVICE.

## LONDON SERVICE

(Direct)

ELPENOR	17th Oct. London, Rotterdam & Hamburg
ATREUS	30th Oct. London, Rotterdam & Hamburg
TEIRESIAS	6th Nov. London, Rotterdam & Hamburg
ADRASTUS	13th Nov. London, Rotterdam & Antwerp

## LIVERPOOL SERVICE

(Direct or via Continental Ports)

MEMNON	30th Oct. Genoa, M'ler, Liverpool & Glasgow
EURYPYLUS	1st Nov. M'les, Havre, Liverpool & Glasgow
OANFA	20th Nov. Genoa, M'les, Liverpool & Glasgow

## PACIFIC SERVICE

(via Kobe and Yokohama)

TYNDAREUS	27th Oct. Victoria, Seattle & Vancouver
PROTESILAUS	20th Nov. Victoria, Seattle & Vancouver

## NEW YORK SERVICE

(via Suez or Panama)

ALCINOUS	25th Oct. via Suez & Boston
TEUCER	15th Nov. via Suez & Boston

## PASSENGER SERVICE

TEIRESIAS	6th Nov. for Singapore & London
SARPEDON	12th Nov. for Shanghai
SARPEDON	11th Dec. for Singapore, Marseilles & London
PATROCLUS	8th Jan. for Singapore, Marseilles & London
MENTOR	12th Feb. for Singapore & London.

For Freight and Passage Rates and all information Apply to:—

BUTTERFIELD &amp; SWIRE

(JOHN SWIRE &amp; SONS, LTD.)

AGENTS.

## BOSTON &amp; NEW YORK.

Joint Service of the

## "BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., &amp; China Mutual S.N. Co., Ltd.)

AND

## AMERICAN &amp; MANCHURIAN LINE

(Ellerman &amp; Beckett S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. KARONGA	via Suez Canal	15th Oct.
S.S. ALCINOUS	via Suez Canal	25th Oct.
S.S. CITY OF ORAN	via Suez Canal	5th Nov.
S.S. TEUCER	via Suez Canal	15th Nov.

Steamers proceed via Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to:

BUTTERFIELD &amp; SWIRE OF THE BANK LINE, LD. HONGKONG.

(John Swire &amp; Sons, Ltd.)

HONGKONG &amp; CANTON: HOLYOAK, MASSEY &amp; Co. Ltd. CANTON



## Yamashita Steamship &amp; Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.  
Coalmine Owners, General Coal Merchant.

## REGULAR FREIGHT &amp; PASSENGER SERVICE

BETWEEN

## KEELUNG, HONGKONG &amp; HAIPHONG

Sailing from Hongkong.

FOR HAIPHONG via Hainan & Pakhoi	on or about 18th Oct.
S.S. "TAIKWA MARU"	on or about 18th Oct.
FOR KEELUNG via Swatow & Amoy	on or about 20th Oct.
S.S. "NANYO MARU No. 1"	on or about 20th Oct.

For further particulars, please apply to:—

S. MITARAI,

AGENT.

Branch Office, No. 37, Bonham Strand, West.

Tel. Central No. 135.

Top Floor, King's Building.

Tel. Central No. 140.

## NOTICE.

## P. &amp; O. S. S. Co.

STEAMERS FOR  
Straits, Colombo, Australia,  
Bombay, Egypt,  
Mediterranean Ports and  
London.

Through Bills of Lading issued  
for Batavia, Persian Gulf, Con-  
tental, American and South  
African Ports.

THE Steamer "SUDAN" Capt  
E. J. Thornton, R. N. R.,  
carrying His Majesty's Mails  
will be despatched from this port  
on or about WEDNESDAY, 17th,  
October, 1923, at 4 p.m. taking  
Passengers & cargo for the above  
Ports.

Silk and Valuable Cargo for  
Italy, France and London (under  
arrangement) will be conveyed  
by this Steamer proceeding to  
Bombay and there transhipped  
to the on-carrying Steamer for  
Marseilles and London.

Parcels will be received at the  
Office until 5 p.m. the day  
before sailing. The contents and  
value of all packages are required.  
For further particulars, apply  
to:

MACKINNON, MACKENZIE

&amp; CO.

Agents.

Hongkong, 11th. Oct., 1923.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN  
LINE

From NEW YORK.

"CITY OF HANKOW,"  
having arrived. Consignees of  
Cargo by her are informed that  
all Goods are being landed at  
their risk into the hazardous  
and/or extra-hazardous Godowns  
of Holt's Wharf, whence delivery  
may be obtained.

No Claims will be admitted  
after the Goods have left the  
Godowns, and all Goods remain-  
ing undelivered after 17th. Oct.  
1923 will be subject to rent.

All Claims against the Steamer  
must be presented to the Under-  
signed on or before 24th. October  
1923, or they will not be re-  
cognized.

All broken, chafed and damag-  
ed Goods are to be left in the  
Godowns, where they will be  
examined on any Tuesdays or  
Fridays, between the hours of  
10.45 a.m. and Noon, within the  
free storage period of one week.

No Fire Insurance has been  
effected.

Bills of Lading will be counter-  
signed by

THE BANK LINE LTD.

General Agents.

Hongkong, 11th. October, 1923.

THE NEW FRENCH REMEDY.

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THERAPION No. 4

THERAPION No. 5

THERAPION No. 6

THERAPION No. 7

THERAPION No. 8

THERAPION No. 9

THERAPION No. 10

THERAPION No. 11

THERAPION No. 12

THERAPION No. 13

THERAPION No. 14

THERAPION No. 15

THERAPION No. 16

THERAPION No. 17

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THERAPION No. 47

THERAPION No. 48

THERAPION No. 49

THERAPION No. 50



## Shipping to Europe, Australia, and other Ports.

**P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.**  
(COMPANIES INCORPORATED IN ENGLAND)

Straits, Java and Burma, Ceylon India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including, New Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.,  
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS  
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
SUDAN	6,696	17 Oct. 4 p.m.	S'pore, Pang, C'bo & B'bay
KARMA	9,098	19 Oct. m'night	M'les, London & Antwerp
CALEDONIA	7,622	2nd Nov. B'bay	M'les, Gib. L'don, A'werp
NEILLORE	6,853	6th Nov.	M'les, London & Antwerp
SICILIA	6,813	14th Nov.	S'pore, Pang, C'bo & B'bay
MALWA	10,941	16th Nov.	M'les, Gib. L'don & A'werp

**BRITISH INDIA-APCAR SAILINGS (South)**

TORILLA	5,205	4th Nov.	S'pore, Penang & Calcutta
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**EASTERN & AUSTRALIAN SAILINGS (South)**

ST. ALBANS	4,500	3rd Nov.	(Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne)
EASTERN	4,000	1st Dec.	
ARAFURA	5,000	5th Jan.	

The Colon & Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.  
The P. & O. Royal Mail steamers to London via Cape Coast.  
The P. & O. Branch service of steamers to London via the Cape.  
The New Zealand Shipping Co.'s steamers for South America and South Sea Islands via Panama Canal.

**SAILINGS TO SHANGHAI & JAPAN.**

KALYAN	9,062	15th Oct. noon	Shanghai, Moji & Kobe
CALEDONIA	7,622	19th Oct.	Shanghai
NYANZA	7,023	25th Oct.	Shanghai, Moji & Kobe
SICILIA	6,813	2nd Nov.	Shanghai
DEVANHA	8,092	3rd Nov.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.  
WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to  
**MACKINNON, MACKENZIE & Co.,**  
Agents.  
22, Des Voeux Road, Central.

**GLEN AND SHIRE.**

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA &amp; JAPAN Service.

## OUTWARDS.

## HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENAMOY	22nd Oct.	GLENLUCE	22nd Oct. Genoa, London, A'werp, R'dam, H'burg
CARMARTHENSHIRE	31st Oct.	GLENOGLE	29th Oct. London, Rotterdam & H'burg
GLENGARRY	1st Nov.	GLENAMOY	End of Nov. Genoa, L'don, R'dam & H'burg
GLENAPP	15th Nov.		

Movements are subject to change without notice.

For freight or further particulars please apply to—

**JARDINE MATHESON & CO., LTD.****THE GLEN LINE, LTD.**

Telephone Central No. 215, sub-ex. 23 and 3696.

**M MESSAGERIES MARITIMES M**

## SERVICES CONTRACTUALS

Mail Steamers	Next Sailings	Pro. arr. at Hongkong	Pro. Sailing from Hongkong
CORDILLERE	—	15th Oct.	—
ANGERS	—	30th Oct.	—
CHILI	—	13th Nov.	—
PORTHOS	21st Sept.	24th Oct.	—
ANGOR	5th Oct.	7th Nov.	—
CHAMBORD	19th Oct.	22nd Nov.	—

**RATES OF PASSAGE MONEY TO MARSEILLES.**

(including Table Wine and free Doctor's attendance)	
1st Class £95.0.0 B. Class 1st Class £39.0.0	
2nd Class £68.0.0 Steamers 2nd Class £62.0.0	

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

**LIQNE COMMERCIALES (CARGO-BOATS)**

S.S. C. P. LECOCQ loading for Manila, Alexandria, Alger, Oran, Casablanca, Havre, Antwerp & Dunkirk about 15th Oct.  
Also through Bills Lading issued to Helsinki, Reval & Riga.  
For full particulars apply to: Messageries Maritimes Co.

Telephone Central 740.

3 Queen's Building.

CONSIGNATION.

TRANSIT.

REPRESENTATION.

**REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.**

Steamers	From	Expected on or about	Will leave on or about	For
Tjibong	Japan	11th Oct.	13th Oct.	M'sar & S'baia
Tjitaroom	Java	14th Oct.	19th Oct.	Shanghai
Tjikint	Java	18th Oct.	20th Oct.	Japan
Tjitaroom	N. China	29th Oct.	27th Oct.	Patavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

**Java-China-Japan Lijn.**

## Shipping to Europe, Australia, and other Ports.



## SAILINGS SUBJECT TO ALTERATION.

**VICTORIA, SEATTLE & VANCOUVER** via Shanghai & Japan ports.  
Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.  
Through passage rates to Europe via America G. \$405, G. \$420, G. \$440.  
KAGA MARU (Calling Keelung) Monday, 15th Oct. at 11 a.m.  
IKO MARU Thursday, 4th Nov. at 11 a.m.  
MARSEILLES, LONDON & ANTWERP via Singapore, etc.  
HAKUSAN MARU Monday, 22nd Oct. at 4 p.m.  
KITANO MARU Monday, 29th Oct.  
HAMBURG via LONDON & ROTTERDAM.  
MATSUMOTO MARU Sunday, 7th Nov.  
LIVERPOOL via MARSEILLES & VALENCIA.  
LYONS MARU Wednesday, 31st Oct.  
SYDNEY & MELBOURNE via Manila, etc.  
YOSHINO MARU Wednesday, 17th Oct. at 11 a.m.  
MISHIMA MARU Friday, 2nd Nov.  
AKI MARU Wednesday, 14th Nov.  
NEW YORK and/or BOSTON via PANAMA.  
TAKETOYO MARU Friday, 2nd Nov.  
BUENOS AIRES via Singapore, Durban & Cape Town.  
KANAGAWA MARU (Calling Delagoa Bay) Saturday, 27th Oct.  
BOMBAY via Singapore, Penang & Colombo.  
MALACA MARU Monday, 29th Oct.  
CALCUTTA via Singapore, Penang & Rangoon.  
MURBAN MARU Wednesday, 17th Oct.  
NAGASAKI, KOBE & YOKOHAMA.  
TANGO MARU Thursday, 15th Nov.  
SHANGHAI, KOBE & YOKOHAMA.  
ROZAN MARU Sunday, 14th Oct.  
WAKASA MARU Wednesday, 17th Oct.  
TATSUNO MARU Thursday, 18th Oct.  
KATORI MARU Tuesday, 23rd Oct.  
For further information apply to—  
Tel. Central Nos. 292, 293 & 2422. **F. OGURI, Manager.**

**DODWELL & CO., LTD.**

## NEW YORK BERTH.

FOR BOSTON &amp; NEW YORK VIA SUEZ.

S.S. "SURUGA" Sailing on or about 23rd Oct.  
S.S. "BOLTON CASTLE" Sailing on or about 13th Nov.

**LYDD TRIESTINO.**

Taking Cargo for Genoa, Naples, Venice, Trieste and all other Italian Ports also cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.  
VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS, REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £68.

**FOR SHANGHAI, YOKOHAMA & KOBE.**

S.S. "FUIME-L" Sailing on or about 2nd Nov.  
S.S. "DUEBENA D'AOSTA" Sailing on or about 2nd Dec.

**For BRINDISI, VENICE & TRIESTE.**

via Singapore, Penang and Colombo.

S.S. "VENEZIA" Sailing on or about 2nd Nov.  
S.S. "FUIME-L" Sailing on or about 2nd Dec.  
S.S. "ROSANDRA" Sailing on or about

**NATAL LINE OF STEAMERS.**

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMYOTI" Sailing from Calcutta on or about 1st Dec.

From Calcutta and Colombo.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

\* This steamer carries freight only.

For Freight or Passage on any of the above Lines apply to—

**DODWELL & CO., LTD.**

Telephone Central 1030.

Agents.

**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES &amp; AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leave Hongkong for Manila, Cebu and Australian Ports.
TAIYUAN	In port	

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried; Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

**Butterfield & Swire.**

(JOHN SWIRE &amp; SON, LTD.)

Telephone Central No. 36.

**ELLERMAN & BUCKNALL****STEAMSHIP****COMPANY, LTD.****Projected Sailings from Hongkong**

Subject to alteration.

Kasama 14th Oct. Havre, London, R'dam &amp; Hamburg.

**PASSENGER SERVICE.**

City of Karachi	16th Oct.	Shanghai & Kobe.
City of Karachi	4th Dec.	Marseilles & London.
City of Paris	2nd Jan.	do.
City of Canterbury	21st Feb.	do.
City of York	30th Mar.	do.
City of Cairo	18th Apr.	do.

**FARES TO LONDON.**

Single 1st Class A £ 92. B £ 84. 2nd Class A £ 62. B £ 56.  
Return 1st Class A £ 161. B £ 147. 2nd Class A £ 108. B £ 98.

For further particulars apply to

**HOLYOAK MASSEY & CO., LTD.****THE BANK LINE, LTD.**

JOANTON.

Tel. Central 780.

## COAST SHIPPING.

**INDO CHINA STEAM NAVIGATION Co., Ltd.**

## SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sat.	Sailings.
TIENTSIN	Chipsang	Sat.	13th Oct. at noon.
KOBE & Moji	Fooksang	Mon.	15th Oct. at noon.
BANGKOK via Swatow	Hopsang	Tues.	16th Oct. at noon.
TTAO via S'tow & Shai Tungshing	Wingshing	Wed.	17th Oct. at d'light.
SHANGHAI via Swatow	Yatshing	Fri.	19th Oct. at d'light.
MANILA	Wingsang	19th Oct. at 3 p.m.	
HAIPHONG via Hoihow	Leesang	20th Oct. at 10 a.m.	
SANDAKAN	Hinsang	20th Oct. at 3 p.m.	
STRAITS & Calcutta	Hosang	22nd Oct. at 3 p.m.	
TTAO via S'tow & Shai Tungshing	Kutsang	24th Oct. at d'light.	
KOBE	Kutsang	26th Oct. at noon.	
BANGKOK via Hoihow	Chusang	1st Nov. at 9 a.m.	

Calcutta Line:—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.  
All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified Surgeon.  
Shanghai Line:—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.  
Manila Line:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.  
Haiphong Line:—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.  
Borneo Line:—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers ss. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.  
Tientsin Line:—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Wei-haiwei & Chefoo.  
Bangkok Line:—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

**CALCUTTA LINE.**

S.S. "Hosang" will be despatched on or about Monday, 22nd Oct. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

**JARDINE MATHESON & Co., Ltd.**

Telephone Central No. 215. General Managers.

**DOUGLAS STEAMSHIP CO., LTD.****HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haifong...	Ellis Walker...	FRI. 12th Oct. at 1 p.m.
Haifong...	W. C. Passmore...	FRI. 19th Oct. at noon.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

**Douglas Lapraik & Co.,**

General Managers.

**KONINKLYKE PAKETVAART MAATSCHAPPIJ.**

Royal Packet Navigation Co. of Batavia.

**S.S. VAN CLOON**

will be despatched on 17th Oct.

to SINGAPORE, PENANG and BELAWAN DELI.

Excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraphy.

1st. CLASS FARE to SINGAPORE, \$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents—**JAVA CHINA JAPAN LIJN,**

Telephone Central No. 1574. York Building, Charter Road.

**ASHIA BEER**

BREWED BY

**DAI NIPPON BREWERY**

Co., Ltd.

**TOKYO JAPAN**

Specially Brewed for Export

Sole Agents—

**Mitsui Bussan Kaisha, Ltd.**

HONGKONG

## CONSIGNEES

**ADMIRAL ORIENTAL LINE.**

The Steamship

**"PRESIDENT JACKSON"**

having arrived from Manila, on October 11th. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be counter-signed.

All broken, chafed & damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on October 17th. at the Company's Surveyors, Messrs. Anderson & Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after Oct. 18th. will be subject to rent.

No Fire Insurance what ver will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately. United States Shipping Board, Emergency Fleet Corporation.

Agents,

**ADMIRAL ORIENTAL LINE.**

4, Des Voeux Road.

Hongkong, Oct. 11st. 1923.

## NOTICE TO CONSIGNEES.

**THE NORWEGIAN (AFRICA AND AUSTRALIA LINE.**

## S.S. "MESNA"

HE above vessel having arrived from Scandinavia via Ports on the 8th. inst., consignees of cargo are hereby notified that all goods are being landed at their risk into the non-hazardous, hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd. whence, and or from the wharves, delivery may be obtained. Goods not cleared by the 15th. October 1923, will be subject to rent. All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 13th. October 1923, at 10 a.m.

Claims against the steamer must be presented within ten days of arrival otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be counter-signed by

**THORESEN & Co., Ltd.**

Agents.

Hongkong, 8th. Oct., 1923.

## NOTICE TO CONSIGNEES.

**SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.**

## S.S. "CHILI"

Consignees of Cargo from Marseilles &c. also cargo ex ss. "VILLE DE METZ" from Bordeaux & Havre.

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day, requesting it to be landed here.

Bills of Lading will be counter-signed by the Undersigned. Goods remaining unclaimed after the 16th instant, at Noon will be subject to rent and lading charges.

All claims must be sent in to me on or before the 20th instant or they will not be recognized.

All damaged packages will be examined on Tuesday the 16th instant at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

**B. RODENFORS**

Hongkong 10th October 1923.



